RAMBLER DATA BOOK

CLASSIC 6—V-8

AMBASSADOR V-8

CLASSIC 6
CLASSIC V-8
AMBASSADOR V-8

AMERICAN MOTORS

presents

RAMBLER

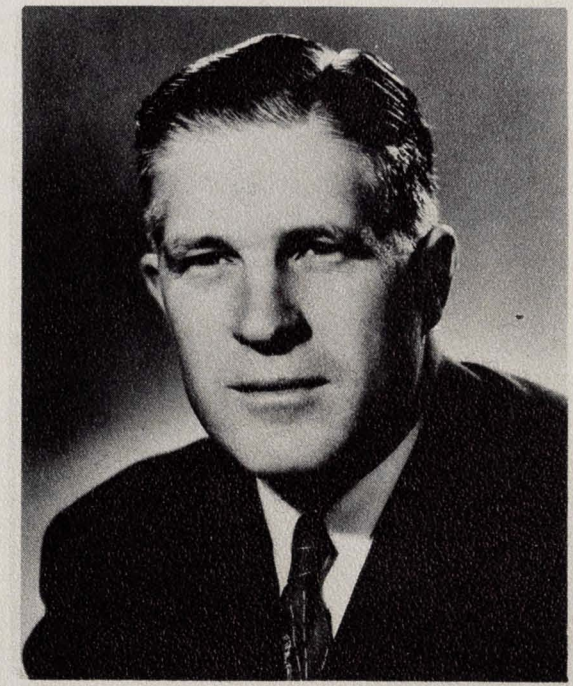
the PURSUIT OF EXCELLENCE

Since Rambler sparked the compact car revolution several years ago, we have dedicated ourselves to the pursuit of excellence in our basic product program. To such advances as the compact car concept, single unit construction, the anti-corrosion body dip, this year Rambler is adding new contributions to basic excellence with such features as the exclusive ceramic-armored muffler and tail-pipe, the fiber-glass ceiling and the first die-cast aluminum 6-cylinder engine block for automobiles.

With the broadening of the compact car market in 1961, these important sales features, plus many others outlined in this book, can help us in maintaining our leadership in the compact car field. We must continue to stress the quality and features of our products to every prospective customer.

This year marks the 11th anniversary of Rambler. I believe Rambler-size compact cars will be taking more than 50 per cent of the automobile market by the end of 1961. By the end of 1963, their share should be in the area of 65 to 75 per cent of total U.S. sales. And Rambler will get an important share of this expanding market.

Every Rambler dealer and salesman should diligently study the facts in this 1961 Data Book. It is filled with the kind of ammunition you need for a profitable sales job and getting your share of Rambler's growing sales volume.



George Romney

George Romney, President
American Motors Corporation

the RAMBLER STORY *of* SUCCESS...1902 to 1961

The 1902 Rambler was one of America's first mass produced cars in that legendary era in which the fabulous automotive industry was born. Rambler quickly established an outstanding reputation for dependability and advanced design far ahead of its time. In 1950, the Rambler name again appeared on a smart, compact, and economical car specifically designed to meet the needs of our changing times. The fabulous Rambler success in the ensuing ten years is now a matter of record. No other car, in the last decade, has met with such overwhelming acceptance in a highly competitive market. As further evidence, Rambler resale and trade-in value is now among the highest.

1956 was a year of sweeping change for Rambler. In 1957, a bold move further penetrated the low-priced field by offering a Six and a new V-8. Restyled and repowered for 1958, and further improved for '59 and '60, Rambler retained the concepts responsible for the unprecedented rise in popularity. In addition to the successful 108" wheelbase Six and V-8, the Ambassador V-8 series, on a 117" wheelbase, is offered for the medium-priced field. A multitude of improvements have been added, producing the most exciting cars. With advanced design concepts, the Rambler is quality built by modern production techniques. Thus, the 1961 models are destined to add a bright chapter to the amazing success story.

1961 RAMBLER MODELS . . . *America's* MOST POPULAR

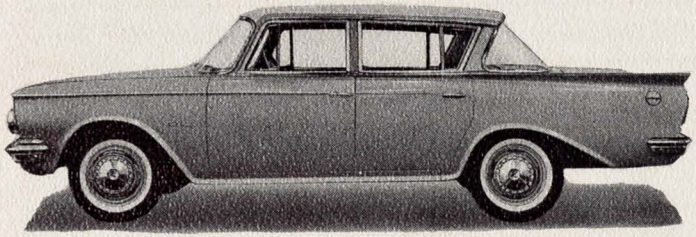
	6110, RAMBLER CLASSIC 6			6120, RAMBLER CLASSIC V-8			6180, AMBASSADOR V-8		
WHEELBASE	108″			108″			117″		
HORSEPOWER	127 (138 Optional)			200 (215 Optional)			250 (270 Optional)		
4-DOOR MODELS	DELUXE	SUPER	CUSTOM	DELUXE	SUPER	CUSTOM	DELUXE	SUPER	CUSTOM
SEDAN	6115	6115-1	6115-2	6125 Fleet Only	6125-1	6125-2	6185 Fleet Only	6185-1	6185-2
"CROSS COUNTRY" STATION WAGON	6118	6118-1	6118-2	—	6128-1	6128-2	—	6188-1	6188-2
"CROSS COUNTRY" 3-SEAT STA. WAG.	—	6118-3	6118-4	—	6128-3	6128-4	—	6188-3	6188-4

The 1961 Rambler is available in three basic body styles and two wheelbases. The complete line includes the ever popular four-door sedan, and the increasingly popular four-door station wagons in both two- and three-seat models. Hardtop models are not offered for 1961.

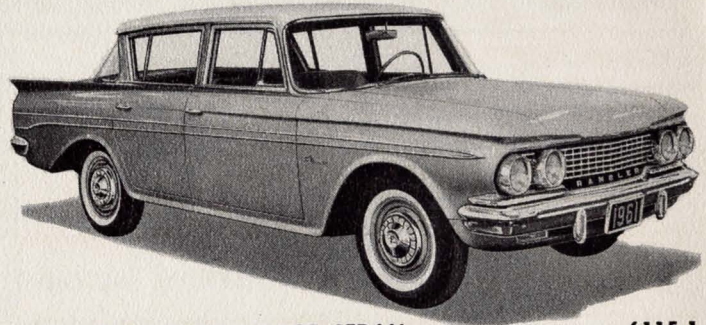
The differences between the various Rambler models are concerned with wheelbase, engine, trim and equipment. 1961 Rambler models feature a new customer warranty policy for one full year or 12,000 miles, whichever occurs first. This replaces the 90-day, 4000 mile warranty.

CLASSIC-6 & CLASSIC V-8

108" WHEELBASE SEDAN

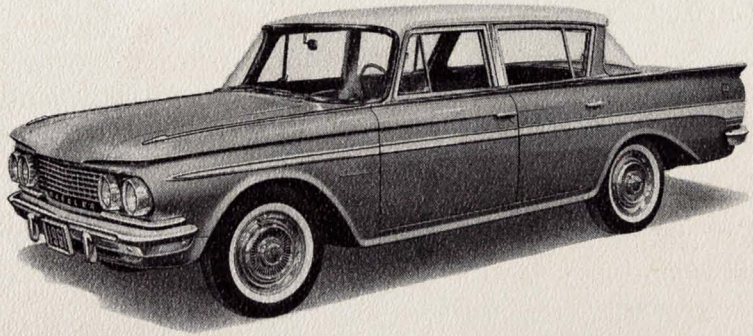


CLASSIC-6 DELUXE 4-DOOR SEDAN.....6115
CLASSIC V-8 DELUXE 4-DOOR SEDAN (FLEET ONLY).....6125



CLASSIC-6 SUPER 4-DOOR SEDAN.....6115-1
CLASSIC V-8 SUPER 4-DOOR SEDAN.....6125-1

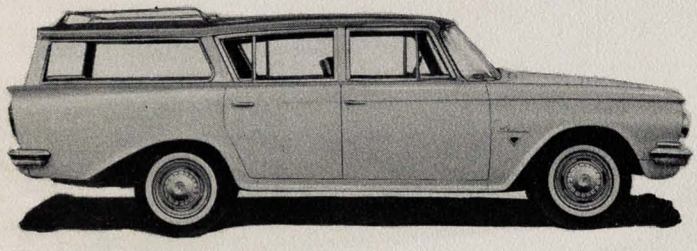
CLASSIC V-8
Custom
4-Door Sedan
6125-2



CLASSIC-6
Custom
4-Door Sedan
6115-2

CLASSIC 6 & V-8

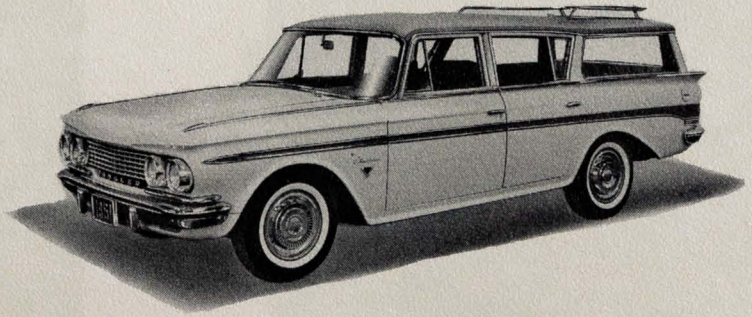
108" WHEELBASE, 2 & 3 SEAT
STATION WAGON



CLASSIC-6 DELUXE
4-DOOR "CROSS COUNTRY" STATION WAGON.....6118

SUPER 4-DOOR "CROSS COUNTRY" STA. WAG.
CLASSIC-6 . . . 2-SEAT, 6118-1 . . . 3-SEAT, 6118-3
CLASSIC V-8...2-SEAT, 6128-1... 3-SEAT, 6128-3

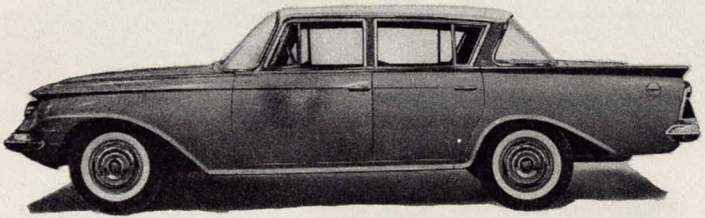
CLASSIC V-8
Custom 4-Door
"Cross Country"
Station Wagon
2-Seat.....6128-2
3-Seat.....6128-4



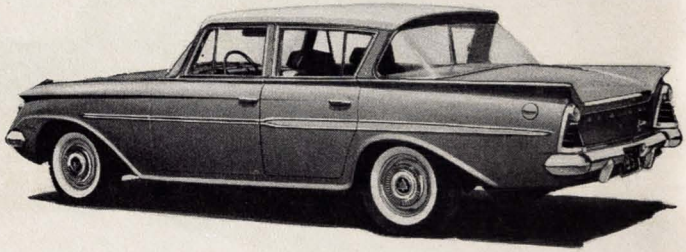
CLASSIC-6
Custom 4-Door
"Cross Country"
Station Wagon
2-Seat.....6118-2
3-Seat.....6118-4

AMBASSADOR V-8

117″ WHEELBASE SEDAN



AMBASSADOR V-8 DELUXE 4-DOOR SEDAN.....6185
FOR FLEET SALES ONLY



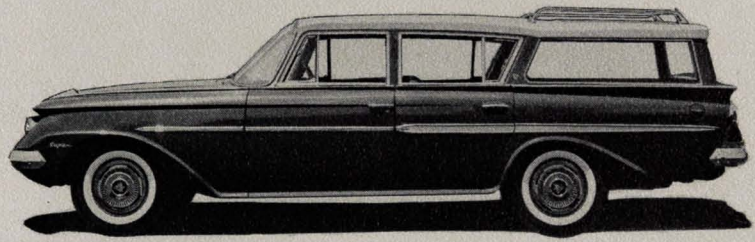
AMBASSADOR V-8 SUPER 4-DOOR SEDAN.....6185-1

AMBASSADOR V-8
Custom
4-Door
Sedan
.....6185-2

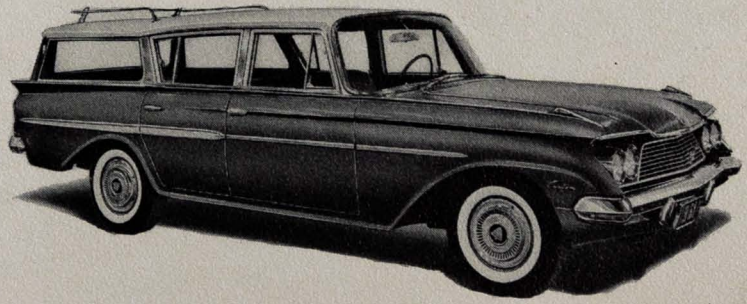
AMBASSADOR V-8

117″ WHEELBASE, 2 & 3-SEAT STATION WAGON

AMBASSADOR V-8
Super 4-Door
"Cross Country"
Station Wagon
2-Seat.....6188-1
3-Seat.....6188-3



AMBASSADOR—V-8
Custom 4-Door
"Cross Country"
Station Wagon
2-Seat.....6188-2
3-Seat.....6188-4



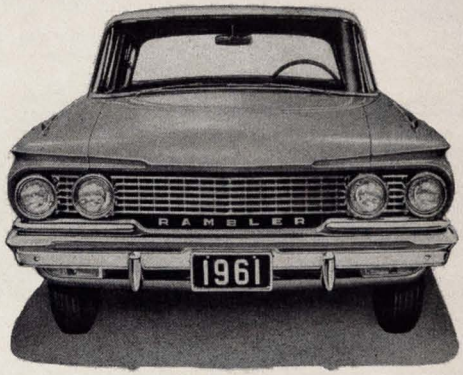
RAMBLER with all-new STYLING . . . .

DUAL-HEADLIGHTS . . . The four horizontally mounted sealed-beam lamps are standard on all Classic and Ambassador models. The outer lamp has two filaments while the inner lamp has one.

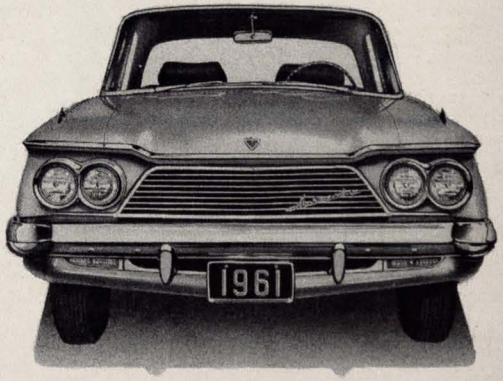
For highway driving, requiring "high-beams", all four lamps give a total of 150 watts instead of 100 as on single lamp systems. The lower filament of the outer lamps and the single filament inner lamps are then on together. More light is thus provided for better visibility especially over rolling roads.

For normal driving, requiring "low-beams", only the upper filament in the outer lamps is on. The inner lamps are off. This results in an increased wattage of 100 as compared to 80 on single lamp systems. More light is directed to the left side of the road to aid in seeing objects and silhouettes. A foot operated dimmer switch changes beams.

The lamps are attractively mounted in twin-frames of anodized aluminum on Classic models. On Ambassador models, the die-cast integrated frames are chromed.



CLASSIC 6—V-8



AMBASSADOR V-8

. . FROM THE FRONT

- GRILLE, CLASSIC . . . Styled for a solid, more integrated design, the new rectangular patterned grille is a one-piece aluminum extrusion with anodized finish. Air-scoop with protected park-turn lights is located below the bumpers. RAMBLER letters are in the hood opening.

- GRILLE, AMBASSADOR V-8 . . . A new styling theme is achieved with fine horizontal lines in an inclined grille panel of anodized aluminum extrusions. Air-scoop with protected park-turn lights is located below the bumpers. New AMBASSADOR script in gold is on the left side of grille. Chrome trim frames the hood edge.

- BUMPERS . . . All-new front and rear bumpers provide wrap-around protection and are made of heavy-gauge steel richly chromed. The new full-width bumpers provide greater protection. Lower bumper guards are standard.

- HOOD . . . The new twin-panel hood is more rigid. Low hood provides excellent visibility, and is wide for easy engine access. A double-action hood lock and release provides easy operation. The tension coil spring hood hinge provides positive opening and holding. Fiberglas hood insulation is standard on Ambassadors.

- FRESH AIR INTAKE . . . The new, flush-type air intake is mounted at hood level windshield base to draw in fresh air above low-lying exhaust fumes and road dust. Air intake also feeds the two new vent channels.

- WINDSHIELD . . . The Classic windshield with slanted pillar has 1154 sq. in. area. Ambassadors "Scena-Ramic" compound windshield with curved roof glass section has 1372 sq. in. Curvature of the laminated safety plate glass is designed to prevent distortion. Chrome content stainless steel mouldings are standard.

RAMBLER with NEW STYLING FLAIR.

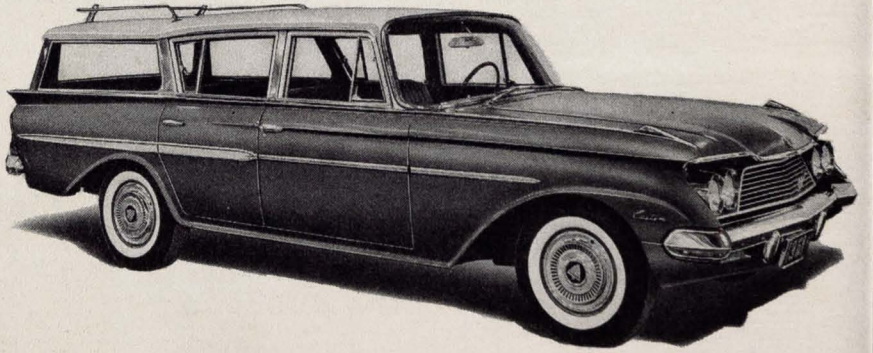
From the side, all Rambler models present an exciting appearance. The all-new belt-line flows horizontally rearward to the gently flaring rear fin in a smart, contemporary manner.

The low roof panel with unique side crease is completely smooth and free flowing. Front pillar is slanted for full entrance width. Rear pillar is slim for pleasing appearance and visibility.

New side mouldings are different for each series. Custom models feature a new center pillar trim of stainless steel. Wheel openings possess a fast-sweep look.

CLASSIC 6—V-8
108" Wheelbase

AMBASSADOR—V-8
117" Wheelbase



. FROM THE SIDE

- FRONT FENDERS . . . Trim, flat-crowned fenders sweep gracefully into the side panels to provide clean lines with a new sculptured look. Flanged full wheel openings with sweeping lines accent the wide tread and smart wheel discs. The functional dual-headlights are integrated into the bold fender design.

- REAR FENDERS . . . Trim flared-fin fenders are styled in good taste and form an integrated all-welded structure of great solidity. A crisp fender profile with contemporary simplicity is carried forward in a level, smooth manner. The gently flared fin blends smoothly forward into the front fender.

- CONTOUR MOULDINGS . . . Custom and Super models have all-new mouldings to accent styling and to provide distinctive lines for each series. Ambassador Customs feature an anodized aluminum side panel and stainless-steel rear pillar cover.

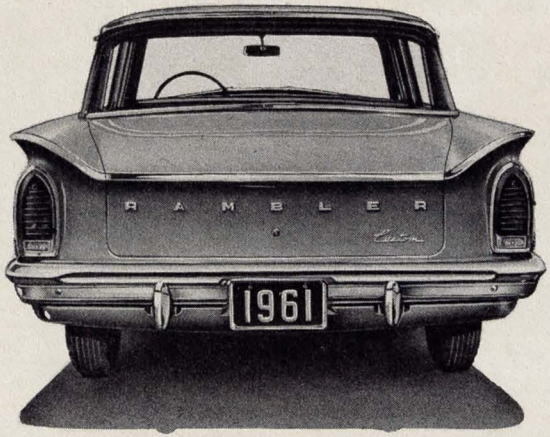
- UPPER STRUCTURE . . . Rambler's unparalleled vision and airy upper structure is made possible by the trim shallow top and new belt line. The slim, smooth roof panel blends freely with the rear pillar structure. The slim reverse angle rear pillar aids vision and permits maximum seat width. In addition, the front, center and rear pillars give structural strength for greater protection.

- DOORS . . . Full-opening doors are perfectly proportioned for easy entrance and opening, and are equipped with positive door checks. The outside door handles are of the safety squeeze-type, and the cam-and-lever door locks provide safe, positive closure. Extruded, anodized aluminum window frames are featured on all models. All custom models plus Super and Custom Ambassadors are equipped with adjustable rear vent windows.

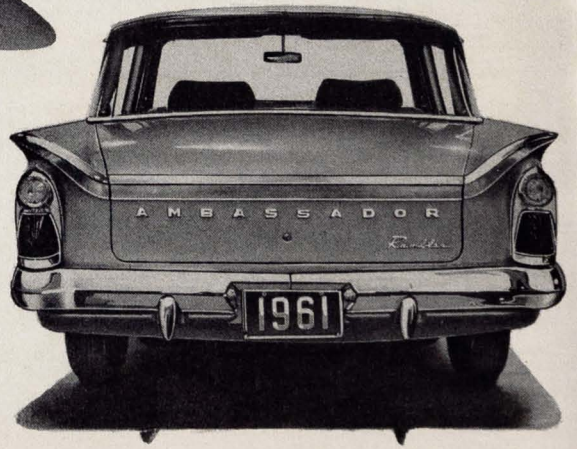
RAMBLER with NEW STYLING FLAIR . .

From the rear, the new Rambler models emphasize the distinctive unity of fin styling and function that places these new cars far beyond the ordinary. The smooth roof, rear window, rear deck, tail lights, rear fenders, and full-width bumpers have been carefully related, one to the other, to achieve classic harmony of form and proportion.

The big trunk lid integrates the styling theme of the rear fender fins, and is proportioned for easy access.

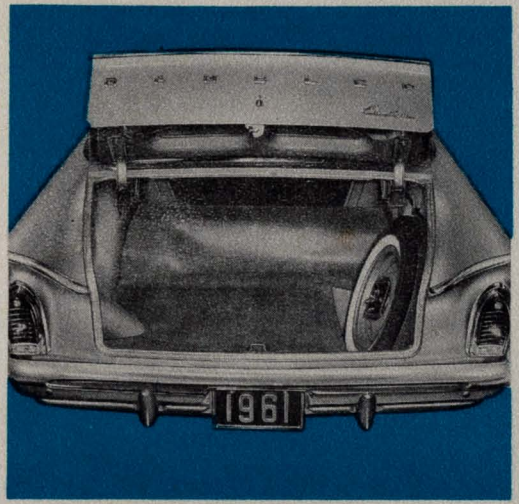


CLASSIC 6—V-8



AMBASSADOR V-8

. FROM THE REAR



The big deep-cut lid makes loading easy. Large luggage space of 13.5 cubic feet is based on the SAE, AMA standard luggage rating system. Total trunk volume is 27.9 cubic feet. The spare tire is vertically mounted in the right side of the trunk.
Rotary type trunk lock is rugged and retains adjustment.

- REAR WINDOW . . . Vision is best demonstrated by the remarkable view through the generous rear window. The one-piece tempered safety plate glass has an area of 1236 sq. in. The window is over five feet wide (61.4″). The moderate slant angle minimizes distortion and double-image problems, common on some cars. Chrome content stainless steel mouldings are used.

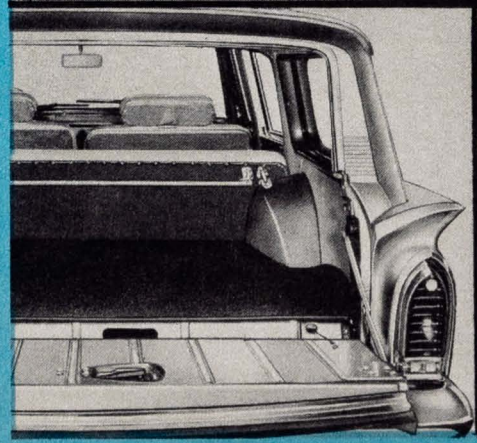
- REAR DECK . . . The rear deck is high and flat to provide maximum luggage space. The deck lid is counterbalanced with a torsion-bar spring hinge for easy opening. The lid extends down to the bumper for easy loading. Large block letters identify Rambler and Ambassador.

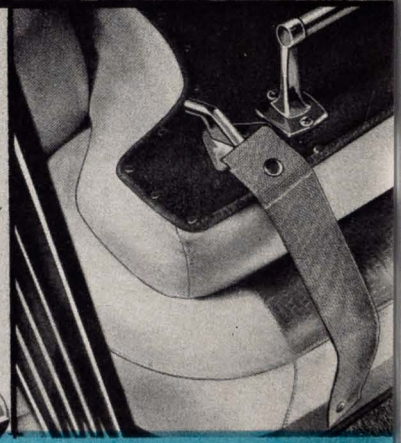
- TAIL-LIGHTS . . . The highly visible tail-lights are faired into the center portion of the fenders. Stop, tail and parking lights are combined as a unit. Reflector is designed into the red plastic lens. For the Ambassador, an all-new tail-light unit is distinctive. Optional back-up lights are located in the taillight units.

TAIL-GATE LATCH . . . A large handle permits tail-gate opening with one simple hand-pull action after lowering window. The handle, which is recessed on the inside surface of the tailgate, controls sliding latches located on each side of the tail-gate. The single-step striker plate gives positive locking action. Side-locking handles are eliminated which provides full usage of the rear opening width. The tailgate is fully spring counterbalanced for easy operation.

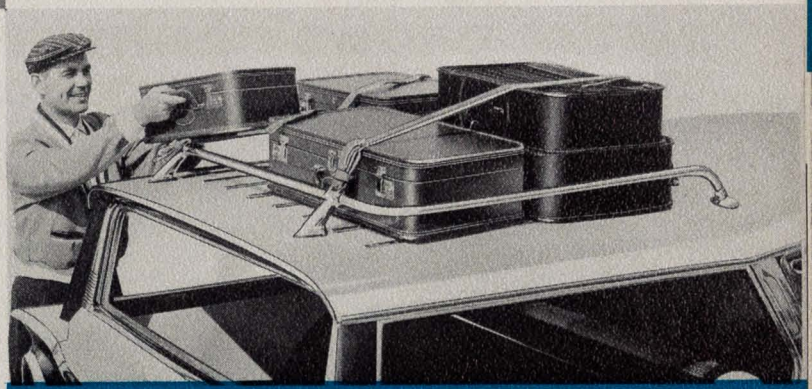
FOLDING REAR-SEAT . . . The rear-seat folding procedure remains the same as the 1960 version. The rear-seat back is held in the upright position by metal clips mounted on the rear wheel-wells. The rear-seat back is held down in the folded position by two fabric straps which snap-on the rear-seat base. A chrome bar acts as a robe-rack, and as a stop-bar for cargo on Custom models.

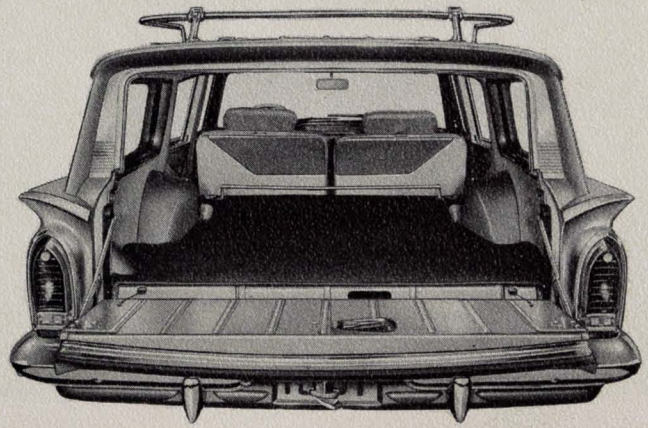
CROSS COUNTRY



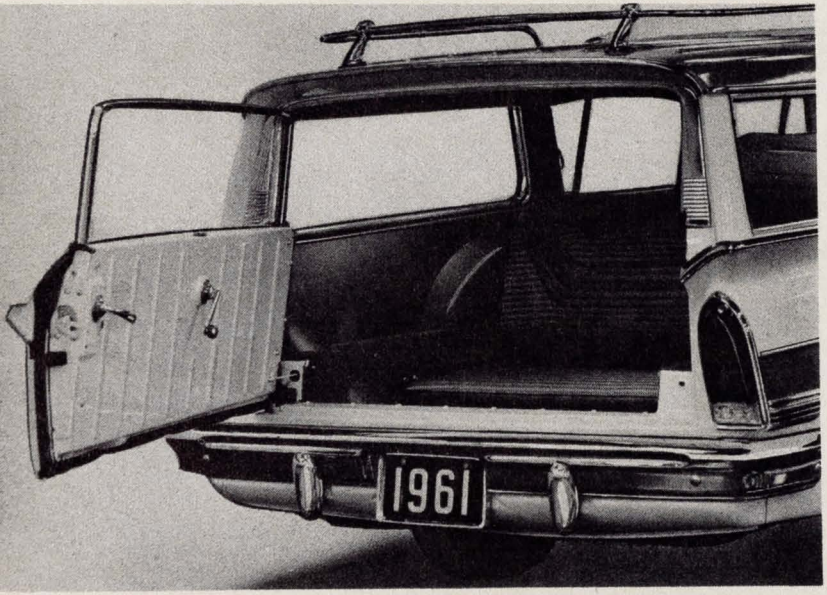


- TRAVEL-RACK and TAIL-GATE WINDOW . . . The unique stepped roof and gleaming chrome Travel-Rack on all Rambler station wagons are distinguishing features found on no other car. Leather luggage straps for car top carrying are dealer accessories. The rear window, made of tempered safety glass, lowers fully into the cargo door. The upper tail-gate is eliminated and full ventilation is provided with the roll-down window. New tail-pipe ends just behind rear wheel, reducing intake of exhaust fumes with open window.
- CARGO COMPARTMENT . . . The Rambler station wagons are designed for large cargo carrying capacity—made possible by generous interior dimensions and wide cargo door opening. The cargo capacity measures a full 80 cubic feet with rear seat down, and the square-cut tail-gate opening is four feet wide. Complete dimensions are given in the "Specifications Section," page 81.





FEATURES
of the unique
3-SEAT CROSS COUNTRY



Side-hinged door is standard on 3-seat wagons, and is a new extra cost option for 2-seat models, in which case, inside door and window handles are removed and provided on outside. New tail-pipe reduces exhaust fume problem.

The unique three-seat "Cross Country" station wagon is offered for all three models in both Super and Custom series. Smart exteriors are basically the same as that of the two-seat models. However, the tail-gate is replaced by a left-side-hinged door, the first in a U. S. passenger car. The wide rear door greatly improves the ease of entry and exit for passengers by eliminating the lower tail-gate.

The door locking arrangement is a positive safety feature, especially noteworthy for children. The door may be key-locked from the outside, and when so locked, cannot be opened from the inside. Also, the door may be positively locked from the inside by turning the inside door handle (right side) up to the lock position, and when so locked, can only be opened from the outside with a key.

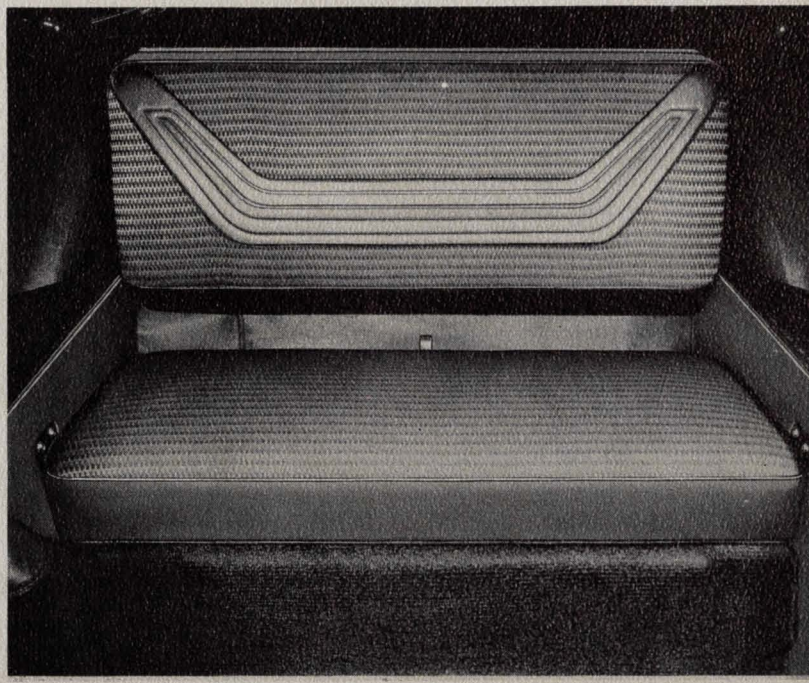
A single position door stop holds the door fully open. The rear window, in chrome guided-channels, may be raised or lowered from the inside with a central crank-handle. An ash tray is centrally located on the top edge of the door on three-seat models.

3-SEAT CROSS COUNTRY *offers a full measure of* CONVENIENCE & UTILITY

The wide rear-facing seat will easily accommodate two big adults and a small child, or three average children. Headroom, hiproom and legroom are well proportioned and sized for comfort. The seat-cushion and seat-back are of the deep coil-spring type with thick cotton padding. For ease of entry and exit, a lower metal panel at the extreme rear folds down.

Cargo dimensions and space are identical with the two-seat models. For cargo conversion, the lower panel at the rear is turned up and snapped into position. Next, the seat-cushion is rotated up and rearward, thus folding flat. Then the seat-back is pulled down flat to provide normal cargo area. For greater area, the regular rear seat is folded down and strapped in place as on other models.

The three-seat wagon features four Captive-Air safety tires as standard, with whitewalls optional (see page 69). Bumper jack and wrench are stored under the regular rear seat.



ALL WELDED

SINGLE UNIT CONSTRUCTION

THIS RAMBLER IS BUILT WITH AN ADVANCED METHOD OF BODY CONSTRUCTION IN WHICH THE BODY AND FRAME ARE COMBINED INTO A SINGLE ALL-WELDED STRUCTURAL UNIT

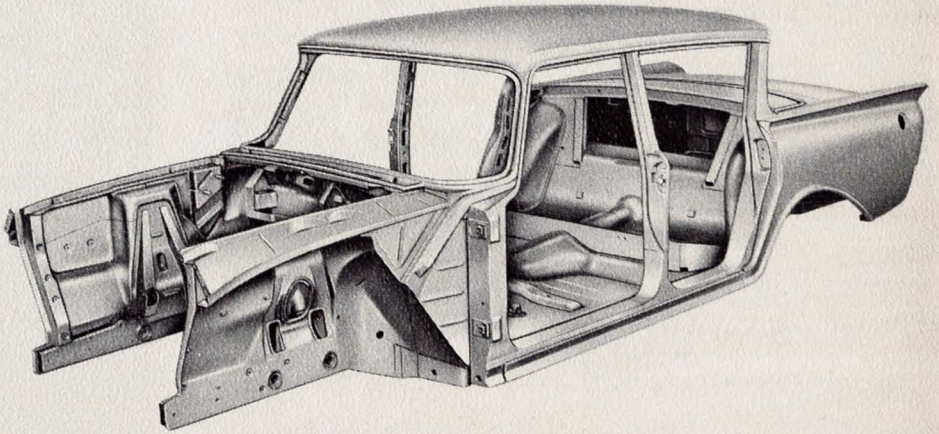
PIONEERED AND BUILT EXCLUSIVELY BY

AMERICAN MOTORS CORP. DETROIT, MICH.

BODY No.
MODEL No.
TRIM No.
PAINT No.

This plaque is affixed to every Rambler to serve as a constant reminder of the strength and safety built into the most advanced car of its time.

AMERICAN MOTORS IS THE LEADER IN BUILDING SINGLE UNIT BODIES



RAMBLER ... *the strong, silent type*

108″ Wheelbase Classic body shown

RAMBLER SINGLE UNIT CAR CONSTRUCTION

The revolution in transportation caused by the advent of the modern all-metal airplane and the modern streamlined high-speed train was made possible by the single unit concept of structural design. American Motors is the first manufacturer to successfully apply this concept to another form of transportation—the passenger car. In so doing, the conventional "horse-and-buggy" method of bolting a body to a separate heavy frame has been completely outmoded. Realizing this, other U. S. car-makers, following American Motors pioneering, have previously adopted unit construction on their higher priced lines of cars as well as the new smaller cars introduced recently.

The all-welded single unit structure shown on the opposite page represents over 21 years of engineering know-how and experience with this type of body construction. By taking advantage of the inherent greater torsional and bending rigidity of single-unit construction, American Motors can build stronger, safer cars with more room inside and less bulk outside, and without body rattles and squeaks, and have established high standards of strength and safety for every body type. Provisions for the wheel suspensions, heater and air conditioning system have been completely integrated into the design of the basic 4-door sedan and station wagon structure.

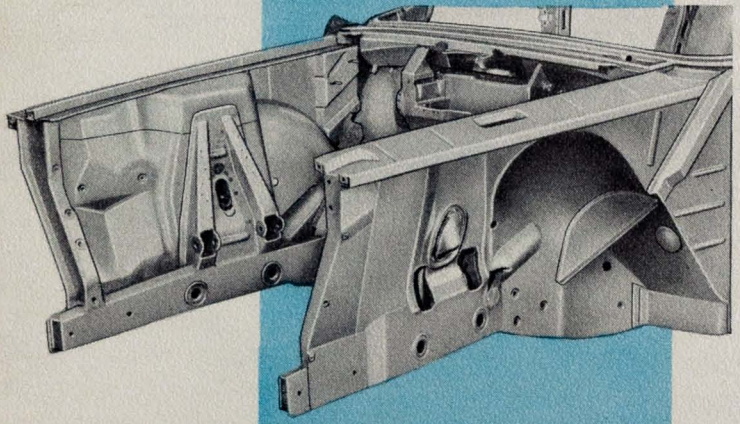
STRUCTURAL DETAILS . . .

Structural refinements made on the single-unit body each year have resulted in positive improvements in car rigidity. Consumer benefits are realized with cars that possess a firm, quiet feel with resultant long life. Basic structure for 1961 is same as 1960.

STRUCTURAL DETAILS FOR ALL Rugged, slim front and rear pillars feature inner braces welded to parent structure . . . Structural angular brace joins forward section of rear wheelhouse to underbody floor in a positive, welded manner on each side. Also accomplished on station wagons with structural member mounted horizontally . . . Horizontal supporting structure joining the vertical windshield pillar has a double-box inner section for greater rigidity in support of wrap-around windshield post area . . . Structural member welded between the front frame sill upper surface, body cowl (dash), and front wheelhouse, inner surface integrates the three structural elements for combined total strength . . . Lower portion of instrument panel is secured to body post area, increased rigidity by distributing loads over greater area . . . Inside rear fender slightly behind wheel, a steel covering plate prevents possible rust action in upper fin-area due to trapped dirt, mud, water, snow, etc. Slight gain in fender-to-wheelhouse stiffness is accomplished.

DETAIL DESIGN DIFFERENCES FOR 9″ LONGER FORWARD STRUCTURE OF 117″ WHEELBASE AMBASSADOR . . . 1. Structural gusset plate located between lower surface of front frame sill and rear engine crossmember . . . 2. Structural section brace is welded to outer surface of rear portion of front wheelhouse for added stiffening . . . 3. Two steel tie-rods are bolted diagonally between upper cowl structure and upper wheelhouse for better load transfer.

SINGLE UNIT CAR CONSTRUCTION*



SAFETY BARRIER

*the world's **SAFEST!**

In ordinary separate body-and-frame construction, the separate frame is located entirely below the passenger compartment. In single unit construction, the passenger compartment is protected on all sides by a one-piece, three-dimensional structural unit with greater strength and less weight. Ordinary cars offer less protection from the front—the direction of greatest potential danger. The Rambler has structural members forward of the firewall to act as a safety barrier. These all-welded structures are easily visible on each side of the engine compartment.

The forward structure on the 117″ wheelbase Ambassador is 9″ longer than the 108″ wheelbase models, and is therefore strengthened at the important stress points. (Shown at left.)

THE "FINISHING" TOUCH

● 15 COLORS . . . All 1961 colors are of the "super enamel" quality.

Following 10 colors are standard on all models:

P1 Classic Black (Same as '60)
P4 Alamo Beige (Same as '60)
P8 Chatsworth Green (Same as '60)
P26 Valley Green, Metallic
P27 Sonata Blue
P28 Berkeley Blue, Metallic
P29 Whirlwind Tan, Metallic
P30 Briarcliff Red
P31 Inca Silver, Metallic
P72 Frost White (Same as '60)

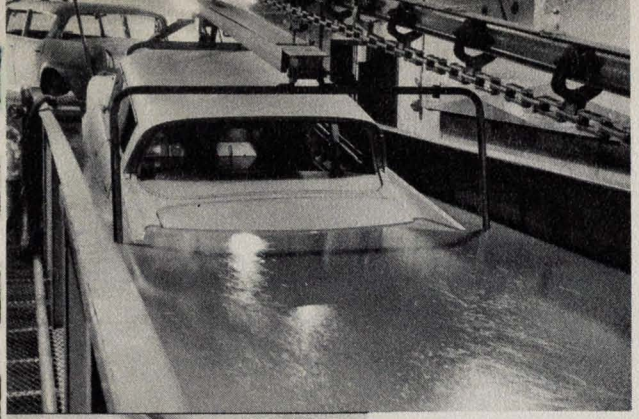
Following five colors are standard on Custom models and extra cost on Deluxe and Super models:

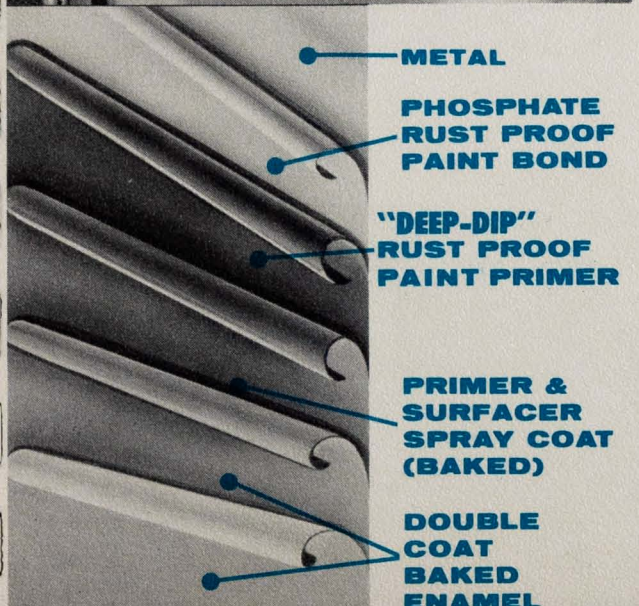
P15 Aqua Mist, Metallic (Same as '60)
P23 Echo Green, Metallic (Same as '60)
P32 Waikiki Gold
P33 Jasmine Rose
P34 Fireglow Red, Metallic

● 26 TWO-TONE COMBINATIONS . . . Two-tones are optional at extra cost on all models.

● FULL UNDERCOATING . . . For 1961, full car undercoating is a low-cost factory applied option. There is a big advantage in having undercoating applied before the car is subject to the elements. Undercoating protects the under-body against rust or corrosion, helps insulate against dust, fumes, cold, heat and road noise.

● SUPER ENAMEL . . . The hard surface finish retains high luster, and resists dulling, chalking, chipping and marring.

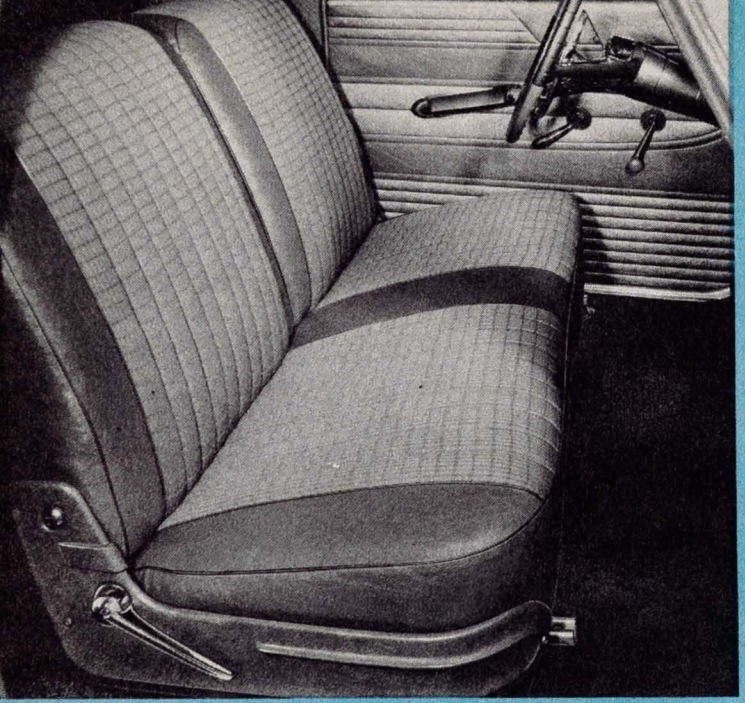




Built To Last Longer . . . Not Look Longer

To preserve the beauty of baked enamel and to retard rusting and corrosion underneath, all sheet metal parts are treated with a "Deep-Dip" paint primer bath process. The basic body structure is completely immersed in a chromate primer tank so that the protecting chemicals can reach inaccessible or shielded body areas up to the roof panel. The non-metallic chromate primer compound provides an effective and lasting anchor for the finish in addition to preventing the spread of rust when the finish is scratched or dented, and when exposed to road or weather elements. A.M. was the first U.S. car manufacturer to adopt this process on 1958 models.

All colors are "Super" quality baked enamel, carefully applied with modern techniques. Super enamels retain a high luster with resistance to chipping, marring and weather affects. Unlike lacquer, which requires sanding and buffing to obtain gloss, baked enamels have a clear and glossy finish upon application.

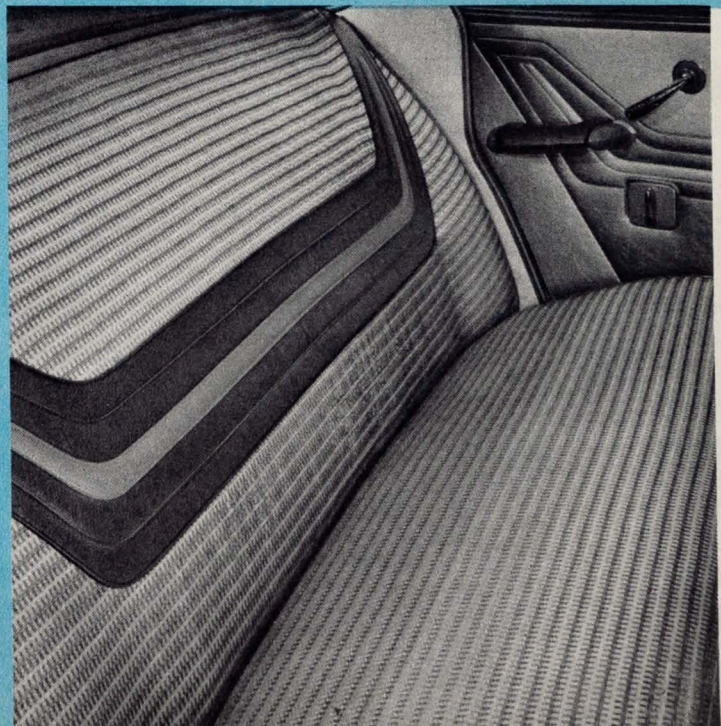


◀ **AMBASSADOR V-8**

AMERICA'S SMARTEST INTERIORS

RAMBLER CLASSIC 6—V-8

▼



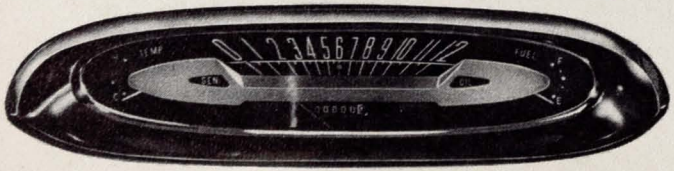
New interiors perfectly complement the striking new exterior styling. Outstanding utilization of space gives full roominess unsurpassed in the competitive car field.

TRIM AND APPOINTMENTS . . . The new upholstery and trim combinations include vinyls with harmonizing miracle fabrics, or all-vinyl with the use of porous vinyl for added ventilation. Exterior colors are carried into the entire interior, and living room comfort is further accentuated by improved quality floor covering. Door trim panels feature striking new design patterns in durable vinyl that effectively combine eye appeal with durability. Window regulators, door handles, and arm rests are distinctive in design and are located for convenience. All models feature new cushioned acoustical molded fiber-glass ceiling panels (see page 32).

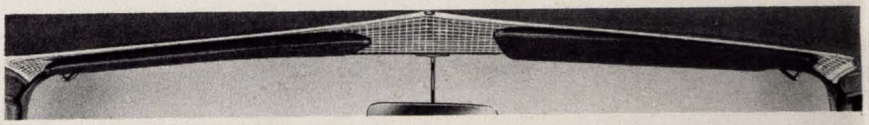
INTERIOR ROOM . . . Ramblers possess remarkable interior roominess without sacrificing the concept of compact exteriors. Head, leg and shoulder-room are remarkably generous. Front and rear seat cushion heights are changed for '61 to improve headroom. Excellent chair-height proportions are not found on most other cars which have thin cushions located close to the floor. Front seat width is reduced 2½" for easier operation of new reclining seat handle and new seat adjusting knob location. This, and a new arch in the cushion improves air circulation to rear seat passengers. Exterior and Interior dimensions are in the "Specifications Section."

INSTRUMENT PANEL . . . *refined for* 1961

RAMBLER CLASSIC (for 6180, Ambassador horn button crest and script)



Easy Reading Instruments



Ambassador Custom Handi-Pak Net Carrier

The 1961 instrument panel harmonizes with the striking new interiors and provides exceptional comfort, convenience, and safety for the driver and passengers.

Twin instrument panel courtesy lights are part of a factory light package option. See page 74.

• INSTRUMENTS . . . are in an elliptical cluster and centered in a raised position front of the driver. The speedometer dial, and warning lights for battery charge and oil pressure are extremely legible. Push-button transmission controls are well lighted. Intensity of instrument lights is controlled with main light switch which also controls dome light.

• CONTROLS AND SWITCHES . . . All controls and switches are located for maximum convenience and safety. All are well marked and lighted for easy operation.

• STEERING WHEEL . . . The 17″ diameter steering wheel features a deep recessed hub for greater safety in event of an accident. A partial horn-ring provides greater instrument visibility. A two-tone hand-grip design is used on Custom models. See pages 76 and 77.

• GLOVE BOX, ASH TRAYS AND CIGARETTE LIGHTER . . . The big glove box is located on the right side (see pages 76 and 77 for light). Twin ash-trays in front are provided as a feature for all models. Two rear door ash-trays are standard except on Deluxe. A cigarette lighter is provided for all models.

INTERIORS . . . with attention to detail . . .

VENT WINDOWS . . . A front vent window, with push-pull locking catch, provides no-draft ventilation. A rear door vent window is provided on most models. (See chart on page 76).

MIRROR . . . All Classic Deluxe and Super models feature an 8½" wide painted mirror. Custom models and all Ambassadors use the 8½" chrome mirror. Non-glare inside mirrors are optional and dealer accessories, as are outside mirrors.

FRONT SEAT CRASH PAD . . . As a unique styling and safety feature for Custom Ambassadors, the rear of the front seat-backs are designed with extended crash-padding around edges.

SUN VISORS . . . Standard sun visors are full-depth for greater sun glare protection. Visors can be swiveled for side protection as well. Two visors are standard.

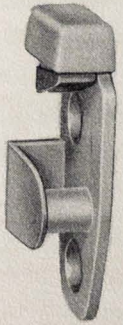
PADDED INSTRUMENT PANEL AND SUN VISORS . . . As a safety feature, these items are offered as a combination option (std. on Ambassador Custom). The padded panel, which covers the full-width of dash, extends around the lower edge as well.

DOME LIGHT . . . New circular dome light presents a modern appearance and is centrally located to provide excellent illumination. A manual switch is built-in the main light switch. On most models, automatic door switches are also used. (See equipment chart on pages 76 and 77.)

HANDI-PAK CARRIER . . . This is an exclusive standard feature for Ambassador Custom models only. Maps, notes, cigarettes and small packages are always within easy reach in the netting above the sun visors.

DOOR HANDLES AND LATCHES . . . The door latch striker plate incorporates a safety cap which provides more secure door locking in case of accident. The spring loaded "cam-type" latch is designed to give positive operation and incorporates a safety feature which prevents doors from accidentally opening if insecurely closed.

"Squeeze-type" outside door handles permit lock releasing by a light and natural finger grip with either hand. The handle is nearly flush mounted to eliminate the potential hazard in hook-type handles, and protects the lock from snow and ice. Front doors are locked from inside by pushing door handle down, while rear doors use a lock button.



See page 65 for Lock-O-Matic.

CLOCK . . . An electrically-wound self-regulating clock with a sweep second hand is standard on all Custom models and extra cost on all other models. Self-regulating feature eliminates a separate speed adjustment. If the clock is running fast or slow, hands are reset to correct time, and self-regulation will automatically change clock speed in proportion to the time change required.

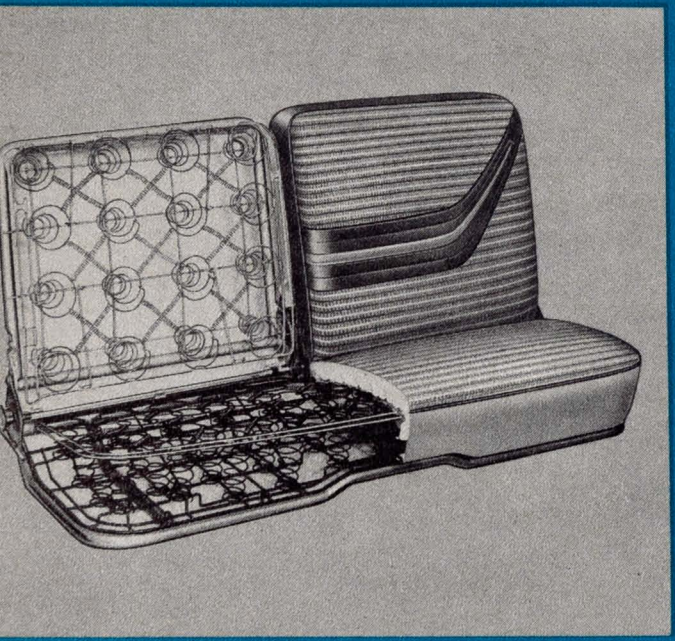
The timepiece is an electrically-wound clock—not an electric clock. It has a high quality jeweled pin lever movement, the mainspring of which is wound electrically by a small motor. This feature is less sensitive to voltage fluctuations than a regular electric clock, resulting in greater accuracy. The clock eliminates ticking noise transfer into the radio, and is well illuminated for night driving.

COIL SPRING SEATING

for built-in comfort

Rambler seats feature full coil spring construction—as on expensive furniture and inner spring mattresses. Many other automobiles, some costing thousands more, use less expensive flat springs found in cheaper furniture. The front and rear seat-cushion, and rear-seat back spring assemblies are coated with rubber, known as the "Acoustacoil" process, which soundproofs and stabilizes the coils. On 3-seat wagons, the rear facing seat also uses coil springs (uncoated).

Front seats are supported by a rigid tubular frame, adjustable fore and aft 6" on curved-tracks. New adjusting handle location provides easier access. New front seat side-wing plastic panels are more attractive and reduce scuffing. Seat angle and height provides the correct driving position for comfort on long trips. For added comfort, moulded foam rubber cushions are standard or extra on various models (See page 74). See pages 62-64 for reclining seats and headrests.

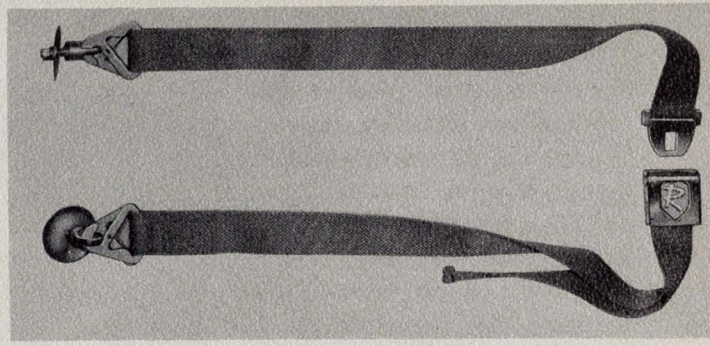


Front seat width is reduced 2½" for easier operation of new reclining seat handle and new seat adjusting knob location. This, and a new arch in the cushion improves air circulation to rear seat passengers.

NEW SEAT BELTS . . . WIPERS

To supplement the built-in safety of Single Unit body construction, new metal-to-metal buckle seat belts are available as a dealer installed A.M. approved accessory. The front and rear seat belts have been specifically developed for the Rambler by Hickok. Seat belts are made of long-wearing nylon content webbing tested to withstand high-loading in accordance with Federal Specifications, Auto Crash Injury Research of Cornell University, and S.A.E. Standards. The new metal-to-metal buckle also meets these high standards.

WIPERS . . . Vacuum-powered windshield wiper system provides efficient operation utilizing Trico components. Wiper speed and total swept area are more than adequate, both accomplished with quiet operation. Vacuum booster fuel pump is standard and minimizes wiper slow-down while climbing or accelerating. As a feature, the 15″ blades overlap at the windshield center a full 3″ on the Classic, and 5″ on the Ambassador. Low cost, easily replaced rubber blades are a new feature for 1961. Optional washers are improved using a new 4-hole nozzle.



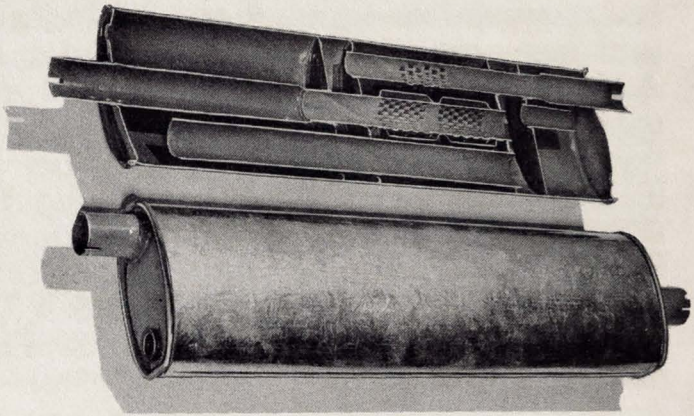
NEW

CUSHIONED-ACOUSTICAL MOLDED FIBER-GLASS CEILING

As an all-new feature for 1961, the Cushioned-Acoustical molded fiber-glass ceiling panel replaces the conventional fabric type. The fiber-glass panel is effective in deadening road noises, insulating against summer heat and winter cold, and is also fireproof and waterproof. The panel, which is one-piece on sedans and two-piece on station wagons, is permanently molded-to-shape for perfect fit, and improves headroom. Eight ceiling colors are keyed perfectly to complement the new interiors.

NEW

CERAMIC-ARMORED MUFFLER & TAIL-PIPE



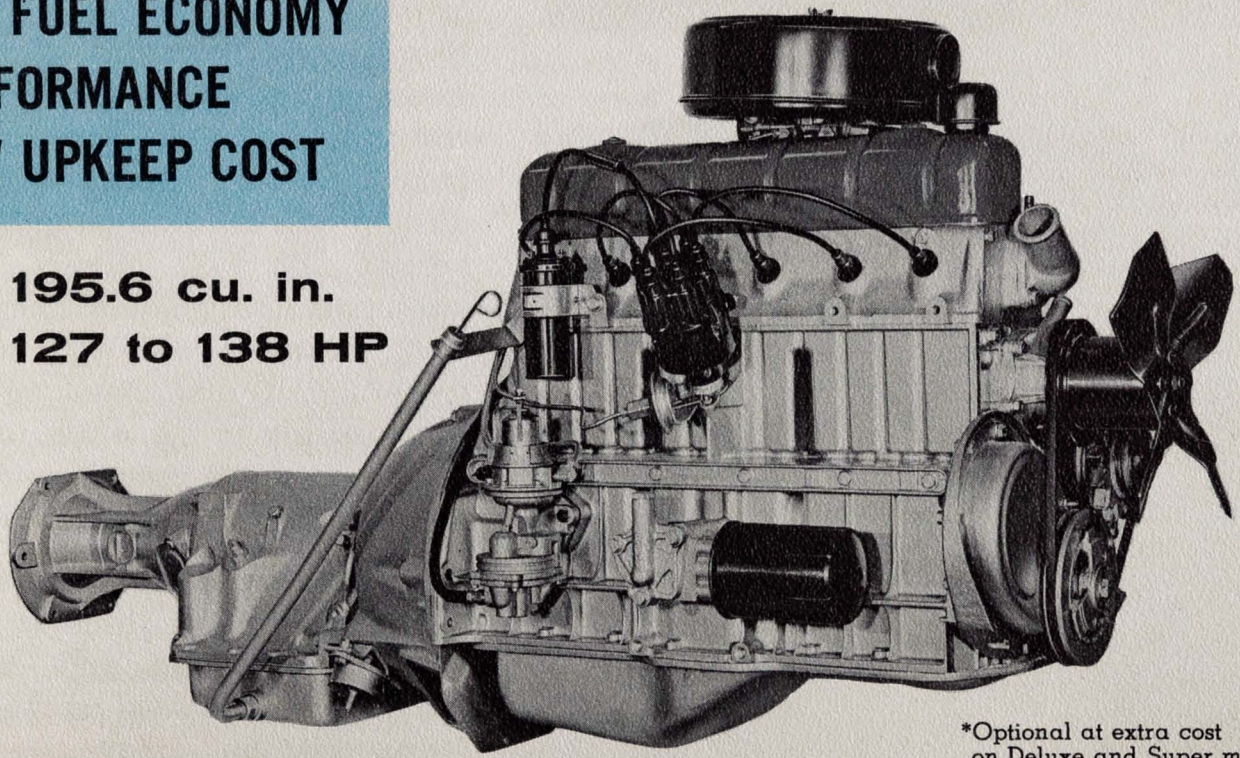
Ceramic-Armored muffler and tail-pipe are all-new features for '61. The steel muffler and tail-pipe are coated by dipping in a liquid ceramic material and fired at extremely high temperatures. After the ceramic process, the muffler is wrapped with asbestos to insulate car floor, and then with a galvanized steel shield to protect against damaging contacts. The new muffler and tail-pipe, impervious to corrosion effects, is guaranteed to the original owner as long as he owns the car.

the all-new RAMBLER CLASSIC-6...

DIE-CAST ALUMINUM BLOCK "CUSTOM" ENGINE*

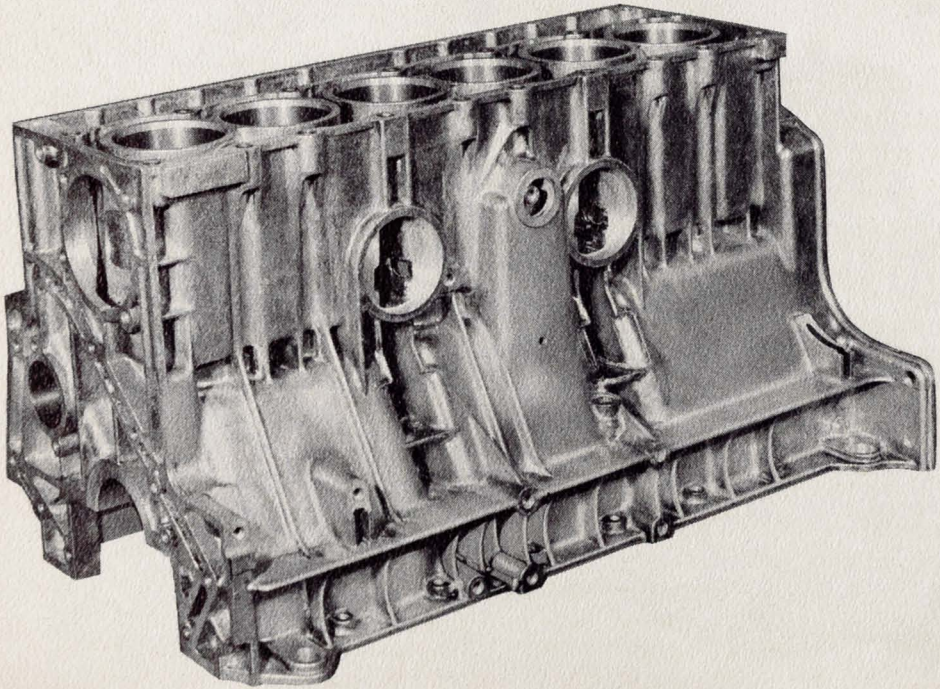
★ TOP FUEL ECONOMY
★ PERFORMANCE
★ LOW UPKEEP COST

195.6 cu. in.
127 to 138 HP



*Optional at extra cost on Deluxe and Super models.

the light heart of the new **CLASSIC-6** *custom engine*



Backed by 6 years' design experience with die-cast aluminum engines . . . proven by over 2 million test miles on proving grounds, highway and track. New die-cast aluminum alloy cylinder block, which weighs only 60 pounds, reduces front-end weight by 80 pounds. Precision, high-pressure die-casting process assures absolute uniformity and high quality. Centrifugally cast iron cylinder liners, with a wall thickness of .093″ min., are mechanically and chemically bonded permanently to the aluminum block. Hydraulic valve tappets and full-flow oil filter assure quietness and long life.

New cast-iron head features integral valve guides, and new exhaust valves. New main and connecting rod bearings are steel-backed copper-lead alloy for longer service life.

alanced power and economy . . . proven, sound design

Supplementing extensive engineering test-cell and proving ground tests, a separate Million Mile Test was performed at Daytona International Speedway under official NASCAR supervision. Running night and day, week after week, ten Ramblers powered by the new aluminum block engine piled up a total of 1,000,000 miles of gruelling, high speed driving to prove—beyond all question—the superb durability, economy, and performance of the most advanced automotive engine on the American road.

The time-proven cast-iron block Rambler-6 engine is standard on Deluxe and Super models. A partial-flow oil filter is optional. Also, solid valve tappets are used. The new aluminum block engine is optional on Deluxe and Super models.

Both powerplants are designed to provide power and torque characteristics perfectly suited for automatic or manual transmissions. Combined with Rambler's light weight, the engines provide acceleration and power response in all driving ranges, plus top economy on regular grade gasoline for extra savings.

SPECIFICATIONS

Bore and Stroke	3 1/8" x 4 1/4"
Displacement	195.6 cu. in.
Compression Ratio	8.7:1
Brake Horsepower	127 @ 4200 RPM
Torque, lb. ft.	180 @ 1600 RPM
H.P. per Cu. In.	.650
Twin-Throat Carburetor Option:	
Brake Horsepower	138 @ 4500 RPM
Torque, lb. ft.	185 @ 1800 RPM
H.P. per Cu. In.	.706
Fuel Required	Regular

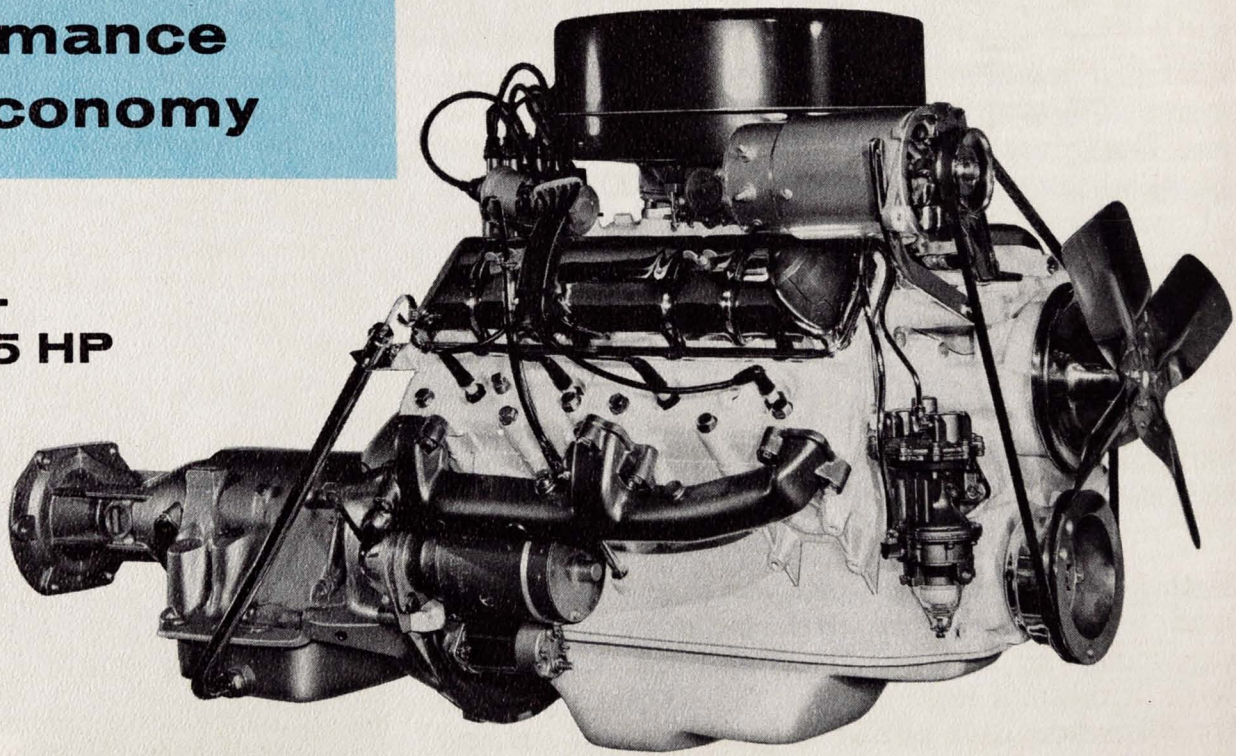
FEATURES

Improved Holley Carburetor for manual transmission. New Carter Carburetor for automatic transmission. Wedge-Type Combustion Chamber. Compression Ratio of 8.7:1. Wedge-Top Three-Ring Piston. New Aluminum Water Pump. New Rigid Engine Block of Die-Cast Aluminum Alloy with Cast Iron Cylinder Liners. Hydraulic Tappets. Iso-Thermal Intake Manifold. Throw-Away Type Full-Flow Standard Oil Filter. Optional Twin-Throat Carter Carburetor.

RAMBLER CLASSIC V-8 . . . .

Performance with Economy

250 cu. in.
200 to 215 HP



TWO ENGINE CHOICES *for* '61

The 108″ wheelbase Classic features the moderately sized 250 cu. in. standard V-8 engine with fuel economy gains for 1961. The size and weight of the Classic is matched perfectly to the V-8 engine's power output, offering responsiveness which will compare favorably with competitive products.

The 1961 standard engine develops 200 horsepower and features a recalibrated 2-barrel Holley carburetor for improved fuel economy. Both engines utilize the 8.7:1 compression ratio for regular grade fuel savings.

The optional 215 horsepower engine offers more performance at all speeds, mainly in higher speed ranges. For those who want extra performance, high torque provides greater acceleration and passing ability.

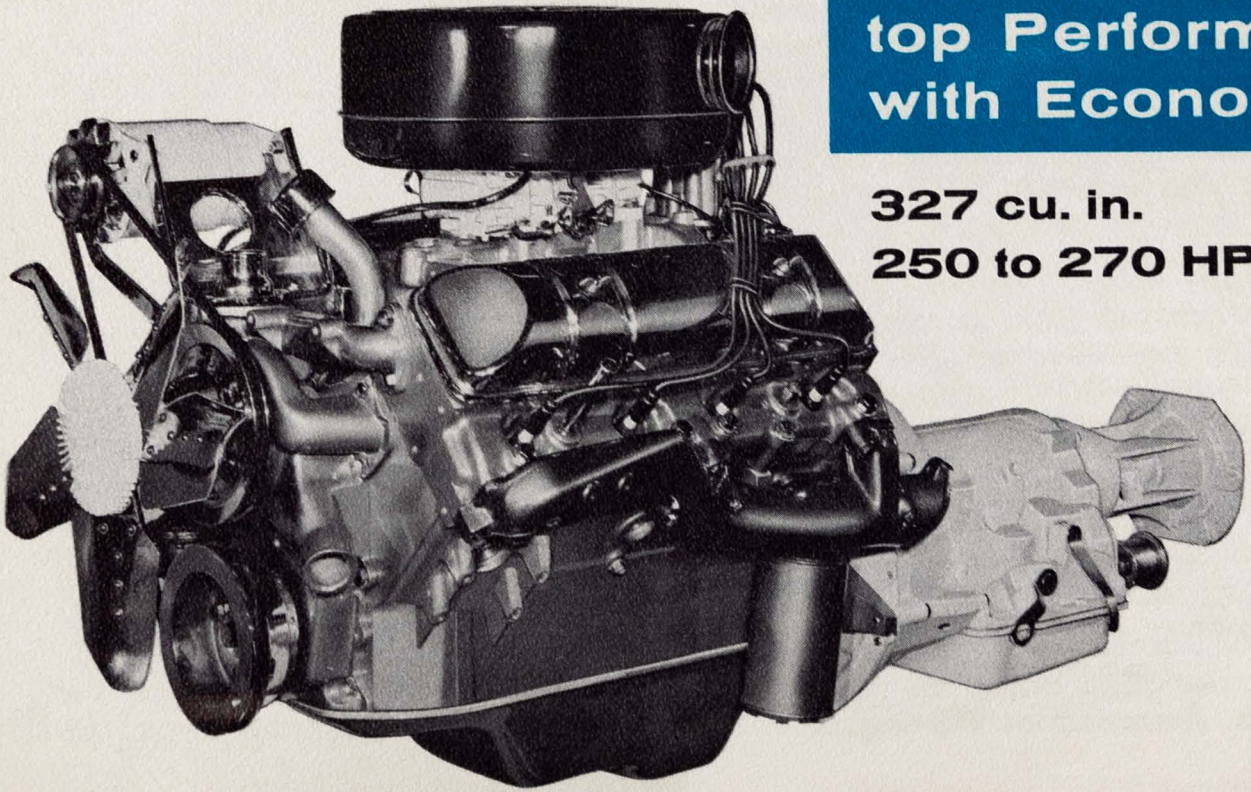
This 250 cu. in. design is based on the higher output 327 cu. in. Ambassador V-8 engine.

SPECIFICATIONS

	STD—OPT
Bore and Stroke	3½″ x 3¼″
Displacement	250 cu. in.
Compression Ratio	8.7:1
Carburetor Barrels	Two—Four
Exhaust System	One—Dual
Horsepower @ 4900 RPM	200—215
Torque, lb. ft. @ 2500 RPM	245—260
H.P. per Cu. In.	.80—.86
Fuel Required	Regular

FEATURES . . . Two- or Four-barrel Holley carburetor. Free-breathing intake manifold. Rotating valves. Large diameter valve stems. One-piece exhaust valves. Valve stem oil deflectors. Low-friction design. Five main-bearings. Solid tappets. 8.7:1 compression ratio. Full-Depth engine block. Full length water jackets. Throw-away type full-flow standard oil filter. Heavy-duty cellulose-fiber standard air cleaner. Dual exhausts with optional engine. New fuel filter.

AMBASSADOR V-8 . . . .



top Performance with Economy

327 cu. in.
250 to 270 HP

TWO ENGINES *for the top-of-the-line*

The 117″ wheelbase Ambassador features the generously sized 327 cu. in. standard V-8 engine with fuel economy gains for 1961. The size and weight of the Ambassador is matched perfectly to the engine's economy and power output, offering a full measure in responsiveness which will match or exceed competitive products on all important aspects of driving comparison.

The 1961 standard engine develops 250 horsepower and features a recalibrated 2-barrel Holley carburetor for improved fuel economy. A moderate 8.7:1 compression ratio, accomplished with low-top pistons, provides added savings with regular grade fuel.

The optional 270 horsepower engine offers top performance at all speeds, mainly in higher speed ranges. High torque also produces acceleration or get-away that delights the driver who wants top performance with greater ability to pass quickly and safely in tight traffic spots.

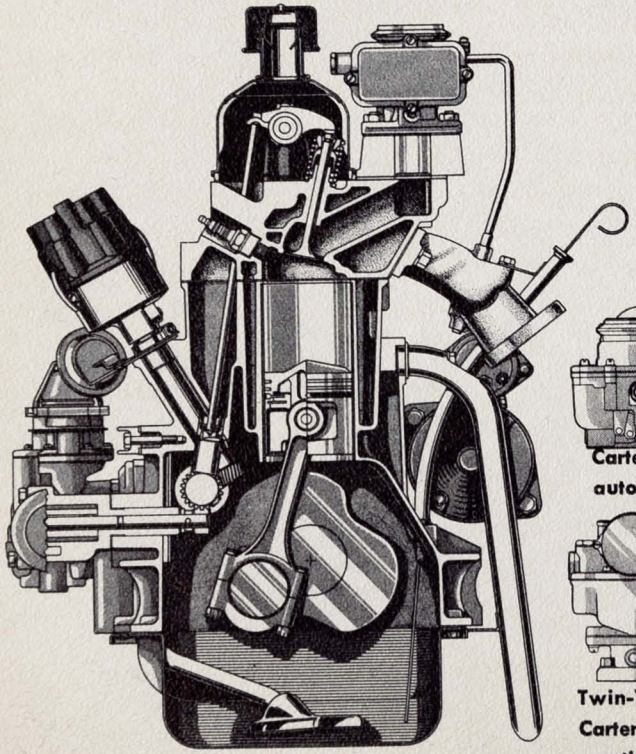
SPECIFICATIONS

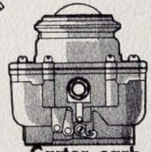
	STD.—OPT.
Bore and Stroke	4″ x 3¼″
Displacement	327 cu. in.
Compression Ratio	8.7:1—9.7:1
Carburetor Barrels	Two—Four
Exhaust System	One—Dual
Horsepower @ 4700 RPM	250—270
Torque, lb. ft. @ 2600 RPM	340—360
H.P. per Cu. In.	.765—.826
Fuel Required	Reg.—Prem.

FEATURES . . . Two- or four-barrel Holley carburetor. Free-breathing intake manifold. Rotating valves. Large diameter valve stems. One-piece exhaust valves. Valve stem oil deflectors. Low-friction design. Five main bearings. Hydraulic tappets. Two compression ratios. Full-depth engine block. Full length water jackets. Throw-away type full-flow standard oil filter. Heavy-duty cellulose-fiber standard air cleaner. Dual exhausts with optional engine. New fuel filter.

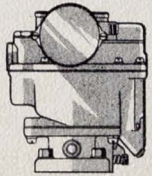
6 & V-8 A.M. POWERPLANTS *on the inside*

Holley carburetor (shown) for manual transmission.



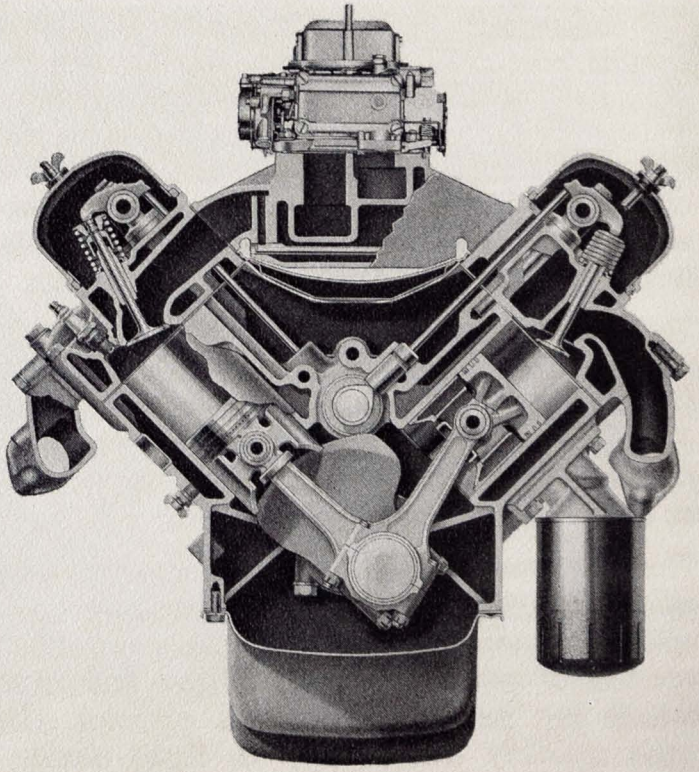


Carter carb. auto. trans.

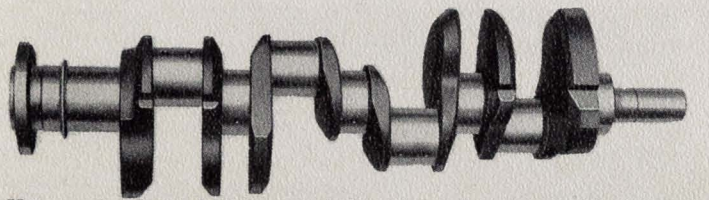


Twin-Throat Carter carb. optional

ADVANCED DESIGN FEATURES



● CRANKSHAFT AND BEARINGS . . . The rugged drop-forged steel crankshaft has four main bearings for the Six, and five on V-8 models. Journals are machined to extremely close tolerances. Steel-backed micro-babbitt or copper-lead alloy bearings are used. See page 83.



V-8 crankshaft is 100% mass balanced in the engine with flywheel, connecting rods, pistons, pins, rings, and pulley attached. This balancing method prevents a tolerance stack-up for smooth operation at all speeds. The new six also features a 100% counterbalanced crankshaft.

● CAMSHAFT . . . The precision-ground special cast iron alloy camshaft is of the high-lift type for maximum performance.

● CONNECTING RODS . . . The exceptionally rigid "I-section" connecting rods are drop-forged from high strength alloy steel.

● PISTONS . . . The cam-ground pistons are made of aluminum alloy with steel inserts for extreme lightness and close fit.

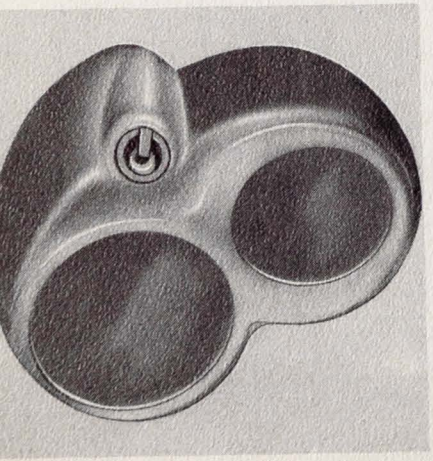
The pistons are fitted with three rings. Two specially finished cast iron compression rings are used plus a 3-piece spring steel lower oil control ring.

● VALVE AND HEAD . . . The intake and exhaust valves are manufactured from special heat resistant alloy steel for long life. Valve seat inserts are not required because of the extreme hardness of the cast iron alloy cylinder head which has generous water passages for cooling. Valve sizes are listed on page 82.

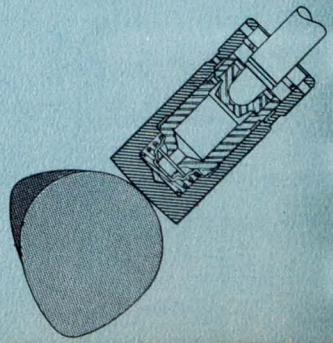
● EXHAUST MANIFOLD . . . The sweep-type cast iron manifold is designed for maximum efficiency through low restriction of the flow of exhaust gases. Dual-Exhausts are included with the optional V-8 engines.

EXHAUST SYSTEM . . . For California cars only, a special crankcase ventilation system is used to comply with state requirements. Also, for *all* station wagons, a new tail-pipe termination point reduces intake of exhaust fumes with open rear window.

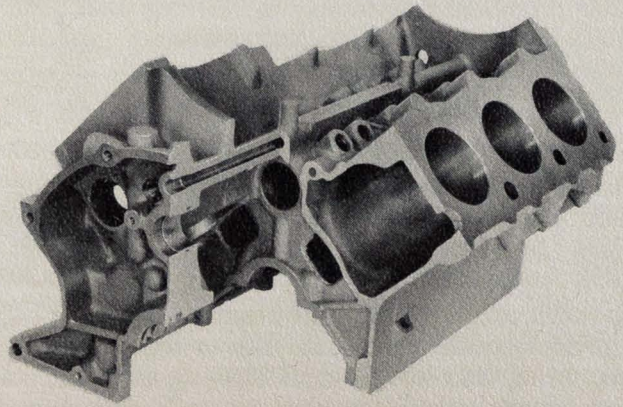
COMBUSTION CHAMBER . . . The design can best be described as a kidney-shaped, wedge type, cast chamber. Being cast, it requires a minimum of machining, and consequently volume and shape can be located for top efficiency. The kidney-shape gives a swirling action to the intake gas for better turbulence, and spark voltage requirements are quite low. There is no shrouding of the valves and therefore, a high volumetric efficiency is obtainable. Combustion characteristics are such that chamber shape controls the rate of pressure rise to minimize engine harshness. Spark plugs are cooled by large water chambers. These plugs are located in such a manner as to minimize the "drowning effects" of unvaporized fuel during cold starts.



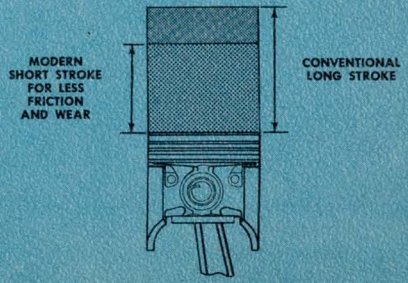
HYDRAULIC TAPPETS . . . On Custom-6 and Ambassador V-8, hydraulic tappets insure quiet operation by automatically compensating for "play" in the valve linkage. Hydraulic tappets permit valves to seat properly, thus maintaining full compression for top efficiency. These tappets are practical from a service standpoint since valve clearance adjustments are not required. Camshaft lobes are ground with a taper, and the tappet face has a spherical radius for tappet rotation to eliminate spot wear. On cast-iron-6 and Classic V-8, solid tappets are used.



V-8 CYLINDER BLOCK . . . Engine harshness and durability depends on the rigidity and design of the block. Compactness and low engine weight is achieved in the special cast iron alloy block. Internal oil and coolant passages are designed and located for top efficiency. The crankcase flange is $2\frac{3}{4}$ in. below the crankshaft center to provide inherent stiffness and a firm oil pan sealing flange. The flywheel housing mounting surface provides a wide and deep base for drive train mounting. The 30 cylinder head bolts carry gas pressure loads evenly into the water jacket walls rather than into the cylinder bores to reduce distortion and consequent abnormal wear of bores, pistons, and rings.

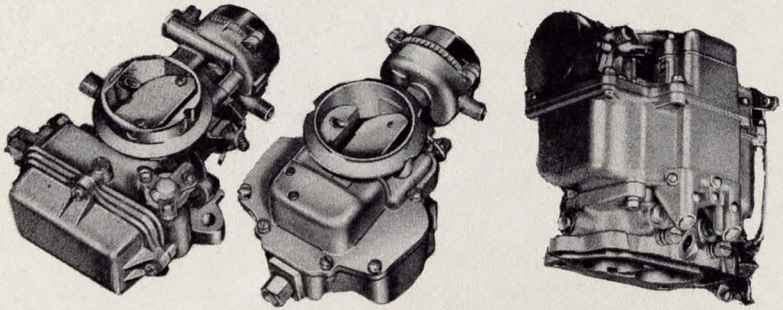


LOW-FRICTION V-8 DESIGN . . . The large bore, short stroke design reduces piston speeds. Since the piston travels a shorter distance, this means less friction-energy loss, more available power, and longer engine life. The larger bore permits generous valve head diameters and ports, offering free-breathing design.



RAMBLER-6 . . . *economy carburetion*

On manual transmission models, an improved single-throat Holley carburetor is featured with new choke and metal bowl. A new single-throat Carter carbutor is used with automatic transmission. Carburetors provide lean fuel-air mixtures with less "surge" and better atomization to yield top economy with regular grade gas. Other virtues include better hot starts, greater stability, and quicker response.



Manual Trans. Single-Throat Holley

Auto. Trans. Single-Throat Carter

Optional Dual-Throat Carter

A twin-throat Carter carburetor is optional for added power above 50 MPH. All carburetors have an automatic choke.

The Iso-Thermal sealed-in intake manifold, with separate intake ports, improves distribution and controls mixture temperature.

Mobilgas Economy Run Records:	M.P.G.
1951 Rambler-6, Overdrive	31.0530
1953 Rambler-6, Overdrive	25.3748
1955 Rambler-6, Automatic	27.4733
1956 Rambler-6, Automatic	24.3545
1957 Rambler Rebel V-8, Automatic	21.6214
1959 Rambler-6, Automatic	22.9572
1959 Ambassador V-8, Automatic	19.2266
1960 Rambler-6, Automatic	23.2076
1960 Ambassador V-8, Automatic	20.2698

NASCAR Rambler-6 Economy Run Records:	
1956 Overdrive, Los Ang. to N.Y.	32.0945
1957 Overdrive, Can. to Mex.	33.9302
1959 Overdrive, Los Ang. to N.Y.	36.8822
1959 Automatic, Los Ang. to N.Y.	32.0658

It is inaccurate to compare results due to variations in road conditions, route, driver technique, weather, wind, car weight and tune-up or condition of each car, which differ mechanically year by year.

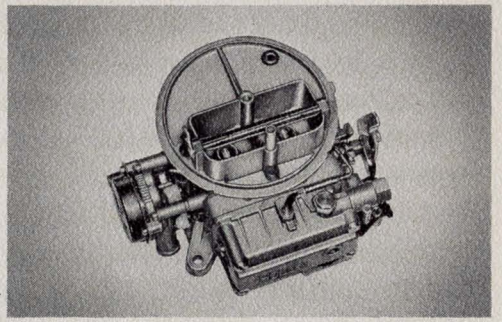
TWIN-BARREL V-8 *carburetor and*

4-BARREL FOR OPTIONAL POWER PACK

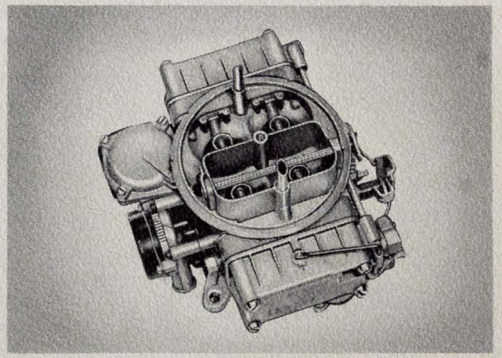
Standard V-8's feature the twin-barrel Holley carburetor with moderate diameter venturi barrels for more complete fuel atomization. Leaner air-fuel mixture ratio, over a wide range of engine loads, improves economy. High torque at initial and nominal speeds provides responsive performance. Unique external float adjustment, with a side plug for visual check, provides a simple, accurate method for adjustment. The high-capacity bowl has a vent valve with direct-action linkage. The float is unique in that it is made of nyprophyl hard-rubber with unicellular molded construction rather than sheet brass, thus eliminating soldered joints, collapsed floats and possible leakage.

Optional power-pack V-8's use the four-barrel Holley carburetor, proven on '58 thru '60 models. Twin primary front barrels serve most driving needs. Twin secondary rear barrels are brought into operation by engine intake manifold vacuum, and function only for higher power requirements in conjunction with the primaries. Twin fuel-bowls insure fuel supply at all speeds.

Both carburetors have automatic chokes with a filtered-air supply via the carburetor air cleaner to insure reliable choke action. Quick starts during hot-fuel, hot-weather conditions are a result of minimized vapor-lock. Carburetion is stable during fast stops, starts and turns.



2-Barrel Holley Carburetor



4-Barrel Holley Carburetor

. . . component details

CARBURETOR AIR CLEANER . . . In addition to filtering air, the cleaner acts as a flame arrester in case of backfire through the carburetor. An acoustically engineered design "tunes-out" carburetor hiss and power roar without power robbing effects. The easy-to-clean cellulose-fiber air cleaner is standard on the Rambler-6, and the oil bath type is an extra cost option (not offered on twin-throat carburetor option). V-8 models also feature the cellulose-fiber air cleaner as standard.

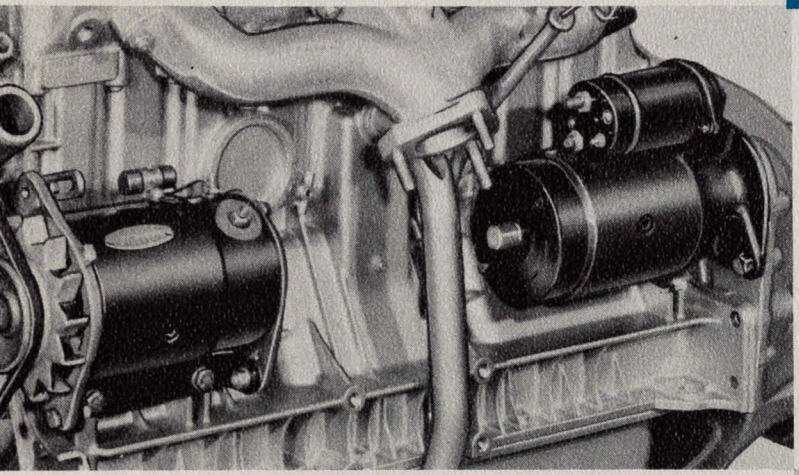
FUEL PUMP . . . A diaphragm type fuel pump operates on an eccentric mechanism from the camshaft. The Carter fuel pump features a built-in piston-operated vacuum booster pump as standard equipment for positive windshield wiper action, while accomplishing the primary function of fuel delivery.

20-GALLON FUEL TANK . . . A new drain plug is added to the 20 gallon tank for all models. The fuel pick-up tube is combined with the gas gauge unit. A tank-vent is used on 3-seat wagons.

FUEL TANK FILLER TUBE . . . A full moulded rubber hose with an integral upper flange connects directly to the left rear fender filler neck area. The rubber hose extends down to the metal tube extension on the 20-gallon tank, and is connected to it by means of a clamp.

FUEL FILTER . . . As an important part of the fuel system, the fuel filter (standard) removes minute particles of foreign matter from the fuel pump supply, and effectively prevents dirt from reaching the carburetor and causing malfunctions. V-8 models feature a new 15-micron paper element filter. Classic-6 features a ceramic filter plus "magnatrap" element. Filters are integral with fuel pumps.

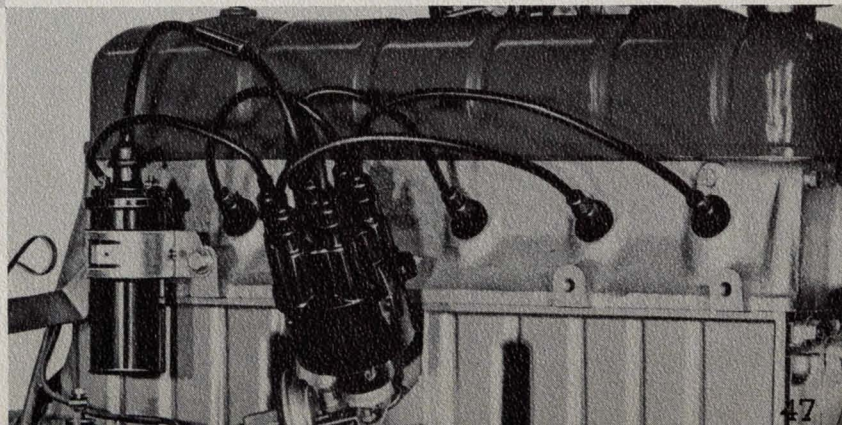
Six's . . . Delco-Remy
V-8's . . . . . Auto-Lite



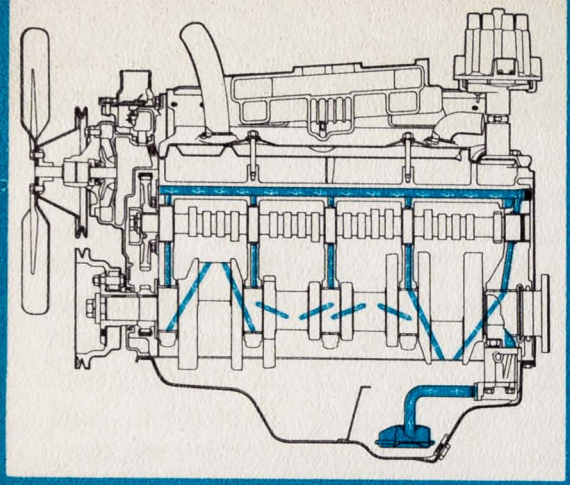
Wiring is production-checked with a new "continuity-inspection" to insure proper functioning. The 12-volt system insures efficient ignition, high generator output, high engine cranking speeds for cold weather starts, and power for all equipment. Battery is in front of the compartment for accessibility and cooling. Dual horns are standard except for Deluxe series on which the second horn is dealer accessory.

12-VOLT ELECTRICAL SYSTEM

Electrical components, such as generator, starter, coil, distributor and voltage regulator, are engineered as a team for trouble-free performance. The ignition system is fully waterproof, and is protected from overloading and shorts with fuses and circuit breakers. Ambassadors and air conditioned Classics employ heavy-duty batteries and generators. The V-8 snorkel-type starter, with enclosed solenoid linkage, provides all-weather protection. New carbon-core high-tension wiring provides efficient ignition.



CONTROLLED LUBRICATION

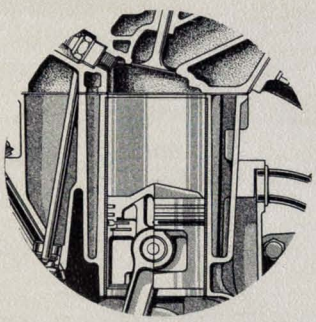


• OIL FILTER . . . For heavy-duty protection, oil filters are offered. On cast-iron block 6's, an externally connected partial-flow filter is optional. On aluminum-block 6's, a full-flow filter (standard) is mounted on the right, center lower side of the block. On V-8's, a full-flow filter (standard) is mounted on the left, rear lower side of the block. Filters are of the throw-away type and easily changed.

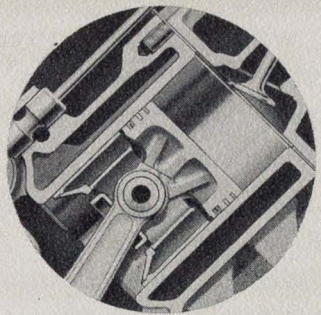
• ENGINE LUBRICATION . . . All Rambler engines employ full pressure lubrication to protect all moving parts as well as an aid to cooling. A threaded-type oil pump inlet tube provides greater reliability of oil supply from the crankcase to the oil pump. A gear-type oil pump, designed to eliminate hydraulic-lock, forces oil at a pressure of approximately 50 P.S.I. to the main bearings, connecting rod bearings, and camshaft bearings. Valve operating mechanism is also full pressure lubricated. Cylinder walls, pistons, piston pins, and timing chain are pressure-sprayed even at low or idling speeds. All other rotating parts are lubricated by oil spray thrown off the revolving crankshaft or connecting rod.

• FLASH-O-MATIC OIL COOLER . . . On automatic drive V-8 models, transmission oil is routed to a cooling unit located in the lower radiator tank to control oil temperature.

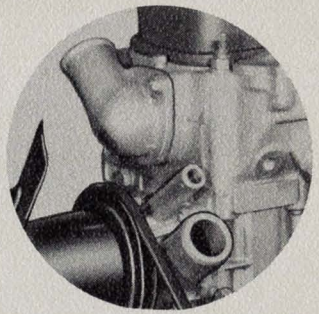
CONTROLLED ENGINE COOLING



RAMBLER SIX DEEP CHAMBER WATER JACKETS



RAMBLER V-8 DEEP CHAMBER WATER JACKETS

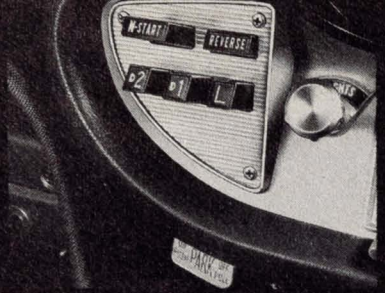


RAMBLER SIX FRONT-MOUNTED WATER PUMP

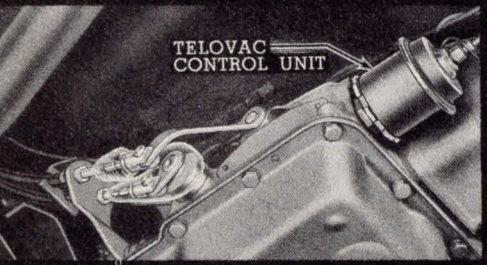
• DEEP-CHAMBER WATER JACKETS . . . In both aluminum and cast-iron block engines, the internal water jackets extend for the near full length of the cylinder bores. This effectively controls oil temperatures as the oil comes in contact with the cylinder walls and cooled oil provides more effective lubrication. There is also more uniform expansion throughout the length of the cylinder and less subjection of pistons and rings to extreme heat.

• TEMPERATURE CONTROL . . . Both Six and V-8's feature a high capacity front-mounted centrifugal water pump with a moulded plastic impeller, and a double-row sealed ball-bearing shaft. The use of a 13 pound (PSI) radiator pressure cap, with spring loaded vent valve, tolerates higher temperatures under adverse conditions. A 180° thermostat for V-8's, and a new 195° for the Classic-6 are standard for improved heating and fuel economy.

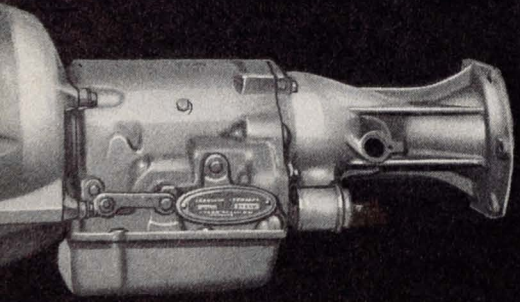
(See page 74 for heavy-duty cooling.)



PUSH-BUTTON & PARK CONTROLS



POSITIVE ACTION CABLE LINKAGE



FLASH-O-MATIC

PUSH-BUTTON FLASH-O-MATIC

Flash-O-Matic (optional) is a 3-speed automatic transmission with torque converter and gears. This Borg-Warner transmission features a free-wheeling sprag-clutch for smoother shifting with less slippage and noise. The colored and illuminated push-buttons are conveniently located and function as follows:

N-START (Amber) Push-in for neutral and fully to start. Vacuum lock-out prevents start while running.

REVERSE (Red) Reverse (gears will not engage above 10 MPH).

D2 (Green). 2nd Gear Start Drive Range (2nd and 3rd gear).

D1 (Green). Complete Drive Range (1st, 2nd and 3rd gear).

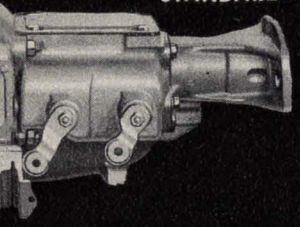
L (Green). Low Drive Range (1st gear).

PARK. . . . Park, transmission lock. N must be engaged before P. With P engaged, drive buttons are locked.

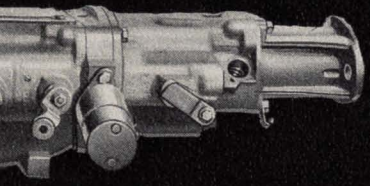
Control linkage is entirely mechanical, not electrical, with two heavy-duty cables. One cable is for PARK, the other for push-buttons. Built-in protection against careless operation is an important feature.

A magnetic element minimizes possible damage to the internal mechanism by isolating foreign metallic particles in the oil. Automatic shifting, governed by Telo-vac vacuum control, accurately senses engine and speed requirements.

STANDARD



OVERDRIVE



LLUSTRATED ARE THE
6-CYLINDER MODEL
TRANSMISSIONS.

or top

S OR V-8

uel economy

MANUAL GEAR SHIFT TRANSMISSIONS

- SYNCROMESH TRANSMISSION . . . The conventional three-speed selective gear Synchromesh transmission is standard on all models. Known for durability and quietness, the transmission is easy to operate. Synchronized gearing prevents clashing and provides easy, quiet shifting. Mechanical shifting linkage provides smooth operation in selecting gears. Oil holes added to the main drive gear on Classic 6 improve lubrication.

- GAS-SAVING OVERDRIVE . . . Optional Overdrive is an added gear-box at the rear of the conventional Synchromesh transmission providing an automatic "fourth" forward gear ratio, giving the driver an optimum "cruising" ratio. The function of the overdrive is to reduce engine speed in relation to car speed. By providing this extra fourth gear ratio, engine speed is reduced by 30%, assuring gasoline and oil economy with less engine noise and wear.

- CLUTCH . . . The dry-disc, single plate clutch provides soft, positive pedal action with smooth chatterfree engagement. Clutch sizes listed on page 86. Heavier-duty clutches are available on special order.

TORQUE TUBE DRIVE LINE . .

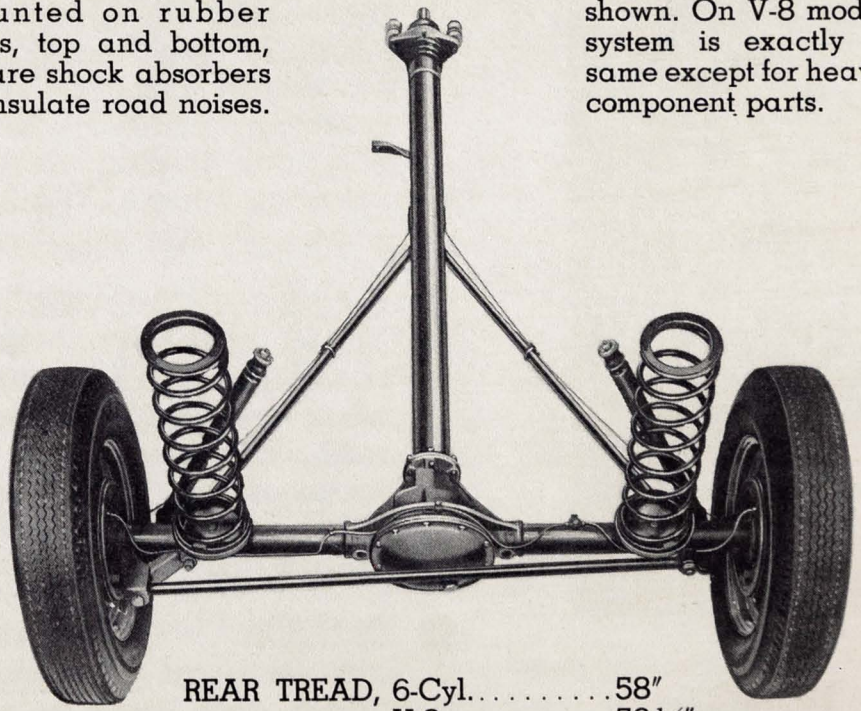
REAR COIL SPRINGS

The superb Rambler ride brings new standards of comfort to the automotive field. Expensive torque tube construction and rear coil springs have been combined to give a luxury car ride.

AXLE RATIOS for top fuel economy are standard on all, except Ambassador with power-pack. Optional ratios are available at no extra cost. Axle ratios are listed on page 86.

Coil springs are mounted on rubber pads, top and bottom, as are shock absorbers to insulate road noises.

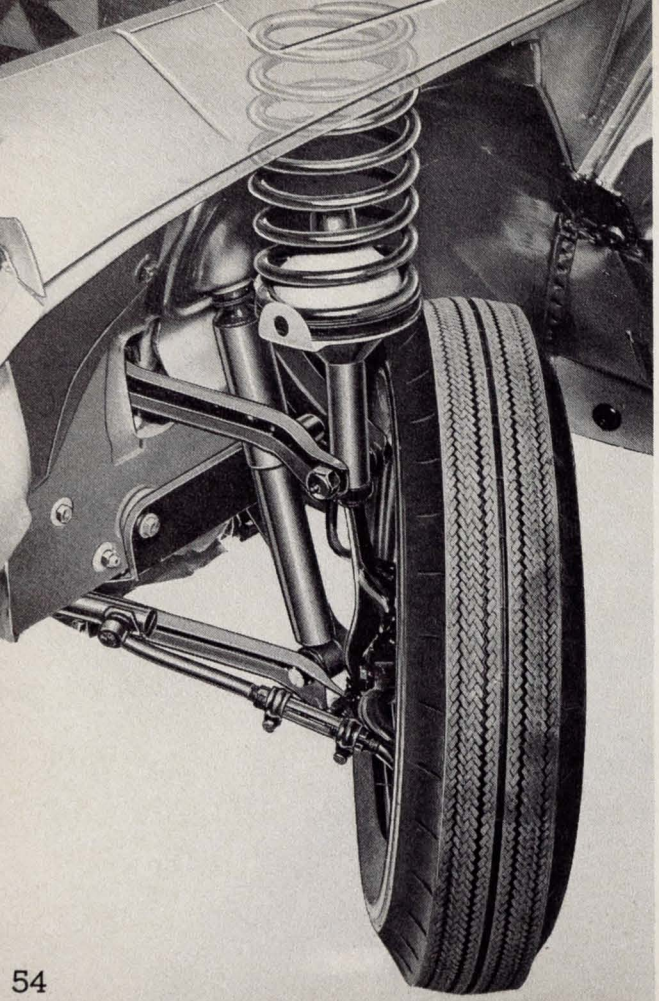
Rambler-6 assembly is shown. On V-8 models, system is exactly the same except for heavier component parts.



REAR TREAD, 6-Cyl. . . . . 58″
V-8 . . . . . 59 1/8″

● TORQUE TUBE . . . The Rambler power train is an example of advanced engineering in which torque tube construction and rear coil springing are combined into an integrated design. The torque tube is a stationary tube secured to the transmission and joined to the hypoid rear axle to form a single rigid unit in which all moving parts, including the propeller shaft, are completely enclosed and protected from stones, dirt, and water. The torque tube functions to resist rear axle torque reaction, and, by freeing the rear springs of that function, permits the use of rear coil springs. Car diving or squatting is minimized when braking or accelerating.

● REAR COIL SPRINGS . . . All Rambler models utilize frictionless coil springs on all four wheels. This use of coil springs on the rear gives the new Rambler riding characteristics that cannot be equalled by other cars in its price class. The combination of coil springs and torque tube drive permits the rear springs to more effectively perform the specific function of load carrying and bump absorbing. Coil springs, mounted on rubber pads, reduce maintenance costs since there is no wearing contact in the spring. For special needs, heavy-duty rear springs and shock absorbers are available at low extra cost.



DEEP COIL RIDE...

FRONT SUSPENSION

1961 IMPROVEMENTS

Recalibrated Springs, page 55
Added Lubrication, page 56
Improved Shock Absorbers, page 58

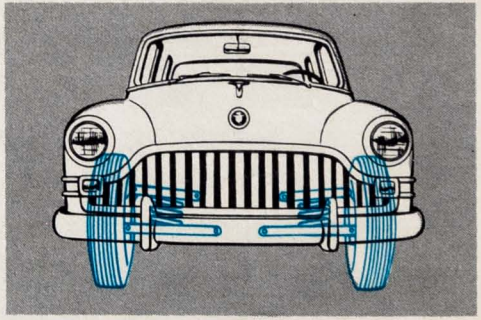
CLASSIC-6 (shown) & CLASSIC V-8

108" WHEELBASE

FRONT TREAD
57¾" for Six,
58" for V-8.

AMBASSADOR V-8

117" WHEELBASE, 57¾" Front Tread. A "sway-stabilizer" torsion bar offers positive control for the added size and weight of the Ambassador.



CONVENTIONAL SUSPENSION

In the conventional suspension, short, stiff coil springs are located below the center of gravity. In the Rambler front suspension, long, soft, and direct acting coil springs are located above the center of gravity.

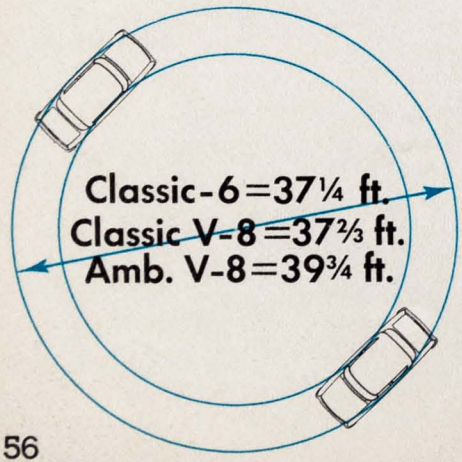
"Deep Coil Ride" front suspension provides handling ease and riding comfort, outstanding in the low-priced field. This unique suspension system is integrated into the single unit structure to provide stability and absorption of road shock. The secret of Rambler's front suspension lies in the location of the coil springs above the wheels. As in the landing gear of an airplane, upward forces are absorbed directly upward into the body structure. Also, wide spaced coil springs are located above the center of gravity for stability in turns. Springs on Classic-6 are recalibrated for '61 to compensate for lighter weight of new aluminum engine.

ADVANTAGES

- Direct acting springs in line with compression forces—better handling.
- Longer, softer direct acting coil springs add to riding comfort.
- Center of gravity below wide spaced springs —better stability in turns.
- Suspension utilizes All-Welded Single Unit Car construction to absorb forces—increases riding comfort.
- Wide front tread provides a more stable base—better handling with less body sway.
- "Sea leg" mounted shock absorbers—control springs for smooth and stable ride.
- Coil springs, mounted on insulating rubber pads, at all wheels result in a quieter, balanced ride.

STEERING . . . SHORT'N'EASY TURNING

The Rambler is America's easiest handling and most maneuverable automobile, second only to the Rambler American. These qualities are the combined result of compact size, friction-free steering, and "Deep Coil" suspension. Turning diameters are illustrated below.

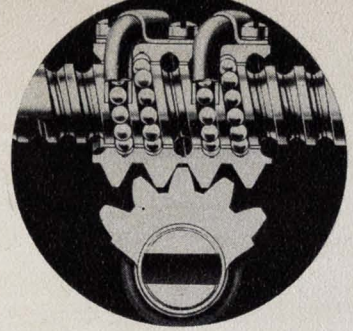


STEERING GEAR BOX . . . The "recirculating-ball" Saginaw gear box minimizes friction, making steering control exceptionally easy. A ball-nut is mounted on the steering worm, and all steering action is accomplished via ball bearings rolling freely in mating races between the nut and worm. Also, steering adjustment is minimized since the mechanism retains a relatively constant setting. The mechanism operates in a rugged, one-piece housing with new reinforced mounting for improved rigidity. Gear box ratio remains at 20 to 1, for manual or power steering with one exception. The Classic V-8 uses 24 to 1 ratio for manual steering to reduce turning effort.

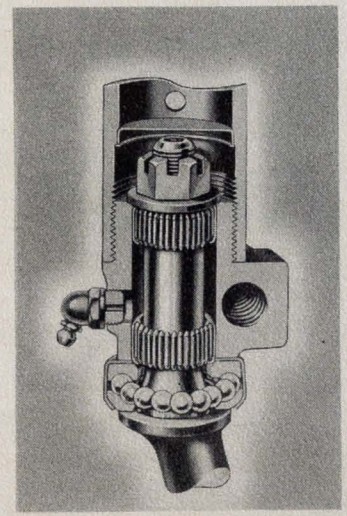
PITMAN ARM . . . V-8 models incorporate two bushings to support the pitman arm shaft from above and below in a straddled fashion. For the Ambassador V-8, two bushings are used below the shaft and one bushing above. The straddled bushing arrangement minimizes steering friction on all models.

IDLER ARM . . . On V-8 models, the idler arm incorporates rubber bushings to absorb road shock and reduce shimmy tendencies due to worn parts. On 6-cylinder models, a straddle-mounted spring-loaded metal bushing design is used. The long-length threaded bushings offer precise steering control.

STEERING KNUCKLE . . . A new grease fitting is added to the lower trunnion to reduce steering effort.



Inside the steering gear box.



The V-8 steering knuckle pivot.

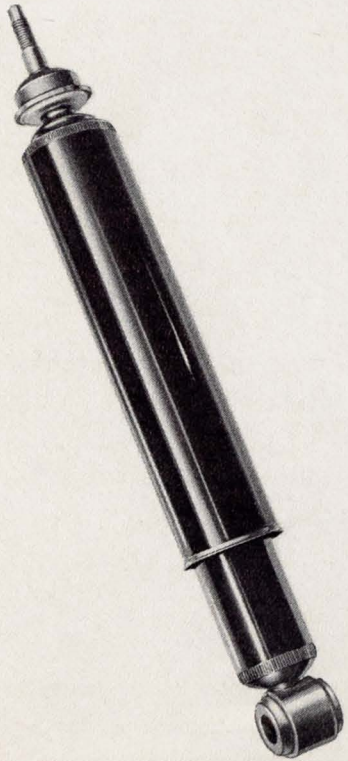
STEERING DESIGN

Car loads are carried without undue friction, resulting in effortless steering. By combining this unique mechanical feature with full wheel openings, all Rambler models possess the best turning characteristics among American production cars. On V-8 models, the steering knuckle-pin pivots on three anti-friction bearings—a ball thrust bearing and twin needle bearings. On 6-cylinder models, a ball thrust bearing and two bronze bushings are used.

The wide base front tread offers stability, and the precise steering geometry is tailored for each of the three Rambler series. This, together with the Deep Coil Ride suspension and the excellent weight distribution is responsible for the outstanding reputation for roadability and "cornering." With the size and weight of Rambler models, the steering mechanism effectively compensates wind wander and rocking action on the road. Power Steering is available at extra cost. (See page 73).

Steering linkage features pre-lubricated ball-joints with nylon inserts eliminating re-greasing.

ANTI-FRICTION BEARINGS FOR EASY TURNING

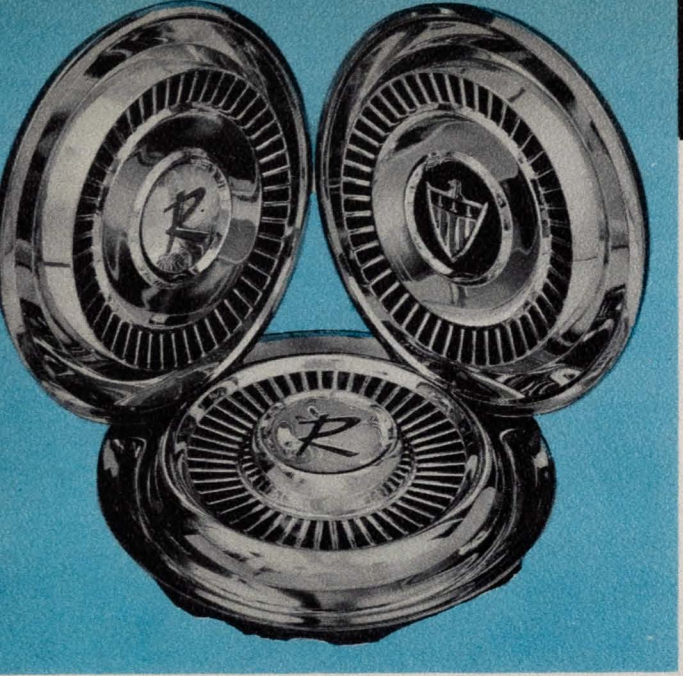


• SHOCK ABSORBERS are mounted in a "sea leg" (inverted "V") position at front and rear for lateral stability. Shock absorbers are of the hydraulic, two-way direct acting type to control spring action accurately over all road irregularities. New front shocks feature a built-in rebound system eliminating separate bumpers for less "bottoming" over severe bumps. Shocks feature large induction-hardened piston rods and heat-treated rod guides. Monroe shocks are used on the 6, and Gabriel on V-8's. Heavy-duty shocks and springs are low extra cost options.

WHEEL BEARINGS, HUBS, AND SPINDLES are of the finest high-strength alloy materials and are designed with high safety factors. The tapered roller bearings reduce friction.

REAR AXLE SHAFTS utilize a tapered-serrated rolled-spline end plus a new locking "key." This combination provides a stronger and tougher team to better absorb driving forces with less service problems.

REAR AXLE PINION is of the "slip-type" propeller shaft connection, providing for better servicing since the flange-type is difficult to connect with properly torqued nuts. Vibration possibilities are minimized with this design.



CLASSIC V-8, CLASSIC 6, AMBASSADOR V-8

ALL-NEW FULL WHEEL DISCS . . . shown above are standard on all Custom models. New hub caps are standard on Deluxe and Super models, on which discs are an extra cost option. Both are stainless steel.

WHEELS AND TIRES

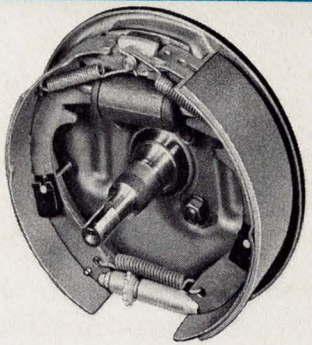
The tubeless Super-Cushion Goodyear tires and Goodrich tires are original standard equipment. Six-cylinder models are equipped with the new 6.50 x 15 (was 6.40) 4-ply tires, and an optional 6.70 x 15 size is available at extra cost. Classic V-8 models use a 7.50 x 14 4-ply size. The larger Ambassador V-8 models use an 8.00 x 14 4-ply size. Whitewall tires are optional. Also, a 4-ply nylon-cord tire in either black or whitewall is optional. Standard cord material is Tyrex.

Sturdy disc wheels made from heavy gage steel are provided with smooth rims which have air-tight disc connections to insure safe mounting of the tubeless tires. The disc wheels are mounted with five points to evenly absorb static and dynamic loads. Six cyl. models use a 15″ x 4½″ wheel, and V-8 models use a 14″ x 5½″ wheel. Wheel bolts (V-8) and nuts (6) have right-hand threads. See page 69 for Captive-Air Tires.

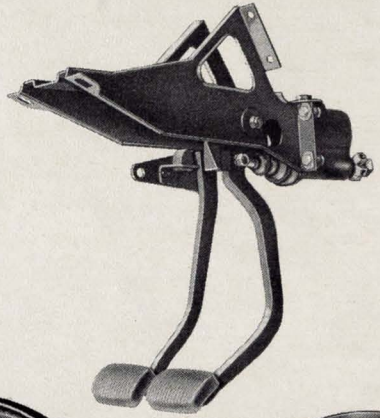
BIG SERVO-ACTION BRAKES...

BRAKE FEATURES

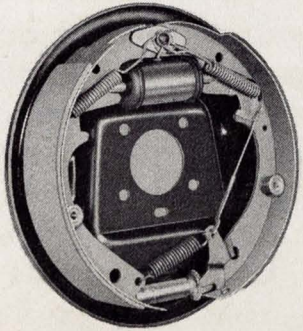
- Bonded Linings
- 9″ Dia. "Six"
- 10″ Dia. "V-8"
- Cooling Flange Drums for V-8
- Suspended Pedals
- Self-Energizing
- Accessible Master Cylinder
- Self-Adjusting Brakes (Optional)
- Power Brakes (Optional)

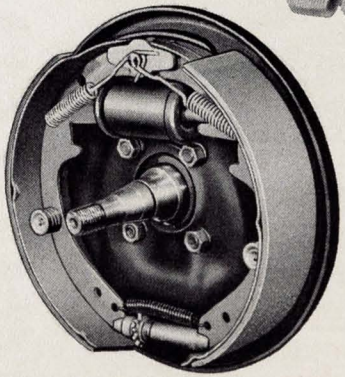


9″ Dia. Wagner for 6-cyl.

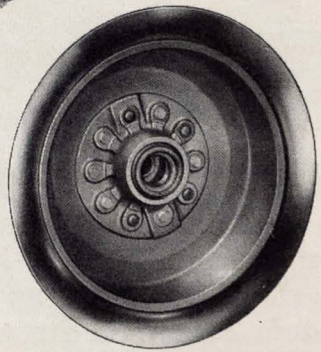


Suspended Pedals with Accessible Master Cylinder





Self-Adjusting Brakes
9″ Dia. for 6-cyl., 10″ Dia. for V-8



10″ Dia. Bendix with Cooling Flange Drums for V-8

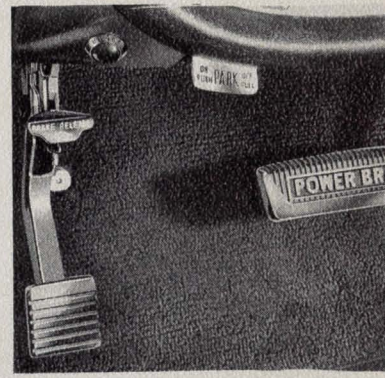
for QUICK STOPS *feature* BONDED LININGS

Both 6 and V-8's feature full bonded linings which provide 30% more usable lining life without the danger of scored drums. Rambler-6 Wagner brakes have an effective total brake lining area of 153.8 sq. in. with a 9″ diameter. All V-8 models feature 10″ dia. Bendix brakes with a lining area of 167.5 sq. in. Extra wide cooling flange drums are used on V-8 brakes. The brake area to car weight ratio is most favorable. Self-Adjusting Brakes are optional at low cost. Power Brakes are also available (See Page 73).

Efficient and dependable "servo-action" brakes are used, with one shoe effective primarily for forward braking and the other primarily for both forward and reverse braking. The servo principle results in a self-energizing action which reduces pedal effort.

Suspended brake pedals provide more foot room and better leverage in addition to eliminating holes in the floorboard. The brake master cylinder or power brake unit is mounted on the dash panel in the engine compartment where it is better protected and very accessible for easier servicing.

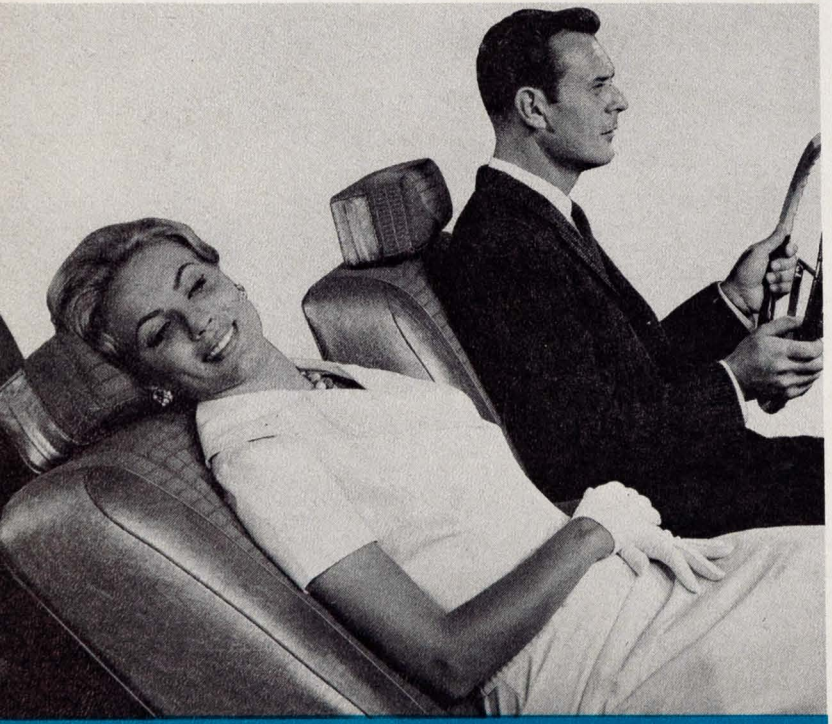
STEP-ON PARKING BRAKES



Parking brake pedal and release handle are conveniently located for easy operation.

PARKING BRAKE LIGHT . . . As a factory installed option, the brake warning light is located on the instrument panel at the far lower left side. If the driver inadvertently fails to release the parking brakes before driving, the red warning light automatically turns on and remains flashing until the brakes are released. This feature ends needless abuse to the rear brakes.

AIRLINER RECLINING SEATS

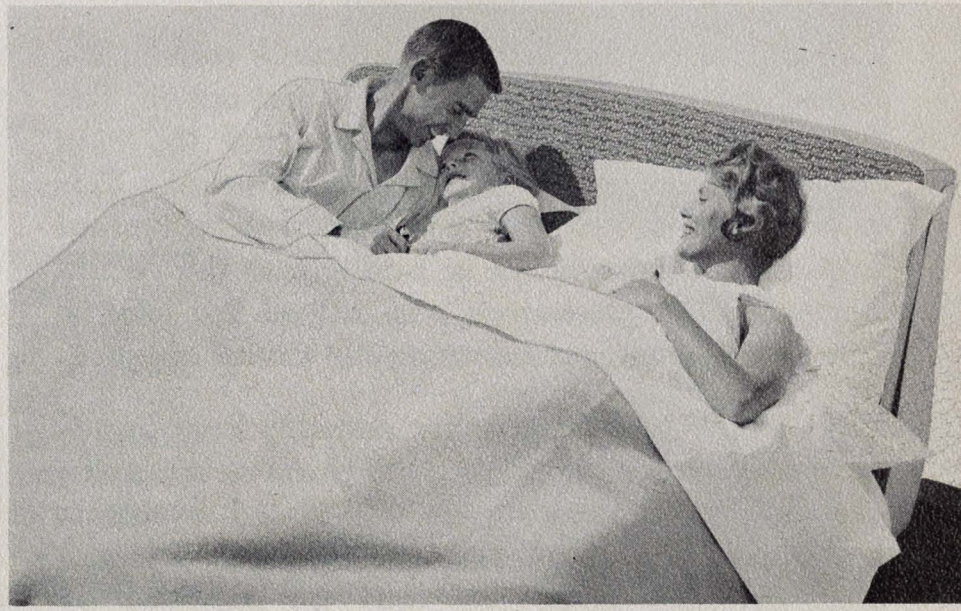


The Airliner Reclining Seat and Twin Travel Beds are famous features combined into a single "package" at extra cost (standard on Ambassador Custom).

New shape control handles placed on both sides of the front seat permit individual adjustment of each seat-back to five angles, which include the normal driving position and the horizontal position for Twin Travel Beds. The mechanism allows each cushion to recline one position at a time—thus it is impossible to inadvertently "flop" the seat-back to the full down position. Removable seat-back supports are provided on the rear seat cushion base for the bed position.

As a new improvement feature for '61, two folding support legs are added under the front seat cushion, permitting the rear of the cushion to be raised slightly resulting in a more level bed contour.

The right front seat may be converted into a chaise longue or full length bed. This arrangement is ideal on long trips, as it permits children or adults to relax or sleep in comfort without stopping the car.



For overnight stops, Airliner Reclining Seats may be quickly converted into Twin Travel Beds. This feature is appealing to fishermen, hunters, and campers. Special accessory air mattresses and insect window screens are available.

INDIVIDUALLY ADJUSTABLE SEATS and HEAD-RESTS

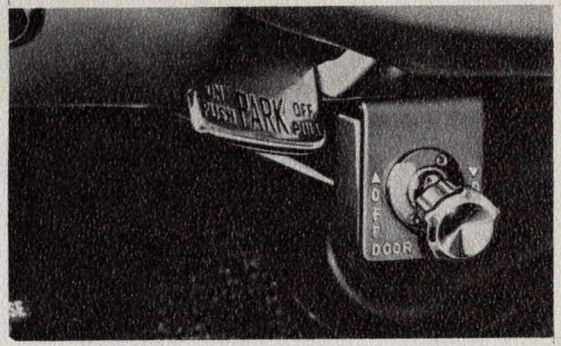
On all models for 1961, individually adjustable separate front seats are an extra cost option. The front cushion is equally divided and the twin seats are fitted with a separate set of tracks. This provides the driver and passenger with individual fore-and-aft adjustment in addition to the reclining seat. The passenger can adjust the seat to any position without affecting the driver's seat.

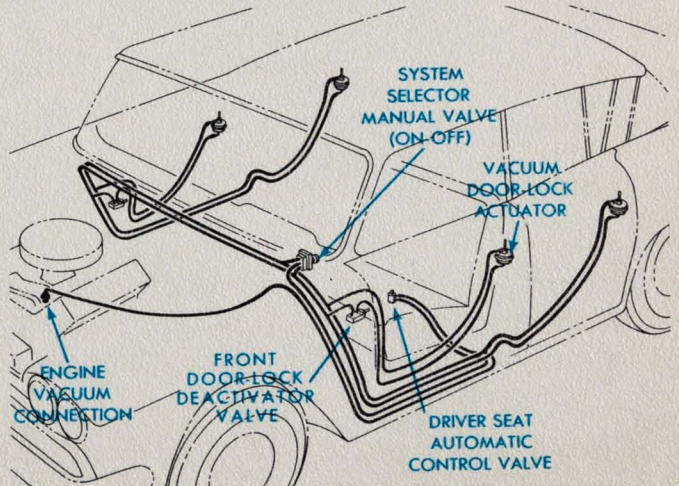
With shape and contour for comfort, front head-rests are available singly or in pairs as an extra cost option. The head-rests are styled to match the trim of the seats and are adjustable to ten positions. The head-rests may be removed by pulling them out of the socket. Head-rests are particularly comfortable when used with the reclining seat. In addition, they are useful in preventing neck injury due to a rear end collision.

new LOCK-O-MATIC
4-DOOR LOCKING SYSTEM

Lock-O-Matic, a new extra cost option for '61, provides greater safety especially for children, driver convenience in locking all doors without reaching, protection against intruders, and added protection against doors opening in accidents.

The system provides a constant vacuum-powered 4-door locking system with engine running, control switch in locked position (down) and driver seated. The control switch is located below instrument panel to the left of steering column. A seat valve, mounted under the driver's seat, automatically energizes the system with driver seated and engine running. With control switch in locked position (down) all doors will automatically lock with start of engine. Rear doors cannot be unlocked or opened until engine is turned off, or switch placed in unlocked (up) position. With engine off or driver seat unoccupied, door locks revert to manual system, regardless of switch position.





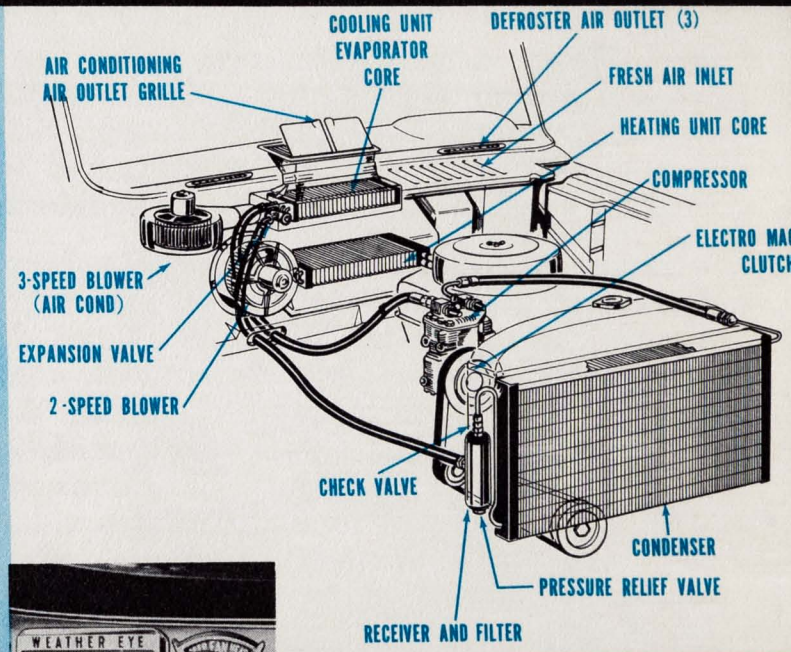
RAMBLER LOCK-O-MATIC DOOR LOCKING SYSTEM

new, improved

ALL-SEASON AIR CONDITIONING

COOL AIR BY THE CARLOAD

- New separate 3-speed blower motor offers greater air circulation in addition to 2-speed heater unit. Two new air vents are separate from basic system.
- New air passages are separate from heater, increasing cold air flow up to 15%.
- New easier-to-operate panel controls.
- Aluminum compressor is high in efficiency and weighs only 15½ pounds—half the weight of a cast-iron unit.
- Air-outlet dual-grilles are centrally located on top of the instrument panel within easy reach of driver or passenger. Radio speaker plays through air-outlet grille.
- Heavy-duty engine cooling standard.
- Heavy-duty electrical system standard.



NEW ALL-SEASON SYSTEM
with new separate blower

NEW CONTROL PANEL
for All-Season and Weather Eye

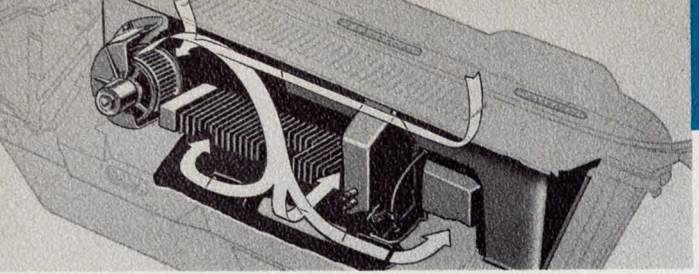
The new and improved 1961 All-Season Air Conditioning System is today's most advanced design combining heating, cooling, and ventilating into one system which has been completely integrated into the body structure. Extensive road testing has proven that the new system is more efficient under all conditions than all competitive makes—and at a lower price.

All parts are forward of the instrument panel, and occupy a minimum of space. Fresh air is drawn in through the new flush-type hood-level air-intake. Approximately 30% fresh air is admitted while the cooling system is functioning—the balance is recirculated and mixed by the new 3-speed separate blower. The heating and ventilating system utilizes 100% fresh air. For all operations, the outside air enters the hood intake, and channeled thru the heater or air conditioning system. Also, two new air-vents are provided. If present, water is removed by traps and passages. Two air outlet grilles on the dash panel are adjustable to individual needs. As a unique feature, the radio speaker plays through the grille opening.

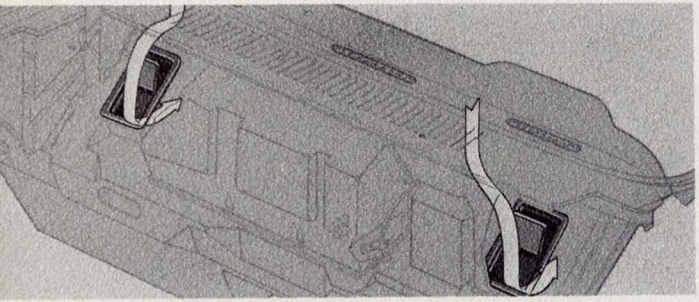
FEATURES AND ADVANTAGES

1. Cooling, heating, ventilating and windshield defrosting, are integrated.
2. New separate 3-speed air conditioning blower in addition to 2-speed heater blower.
3. Entire system is more efficient and simpler to operate and maintain than others.
4. Weather Eye heating and ventilating are incorporated.
5. System is located forward of the dash panel.
6. New flush-type air intake draws in fresh air.
7. Electro-magnetic clutch engages compressor only when needed.

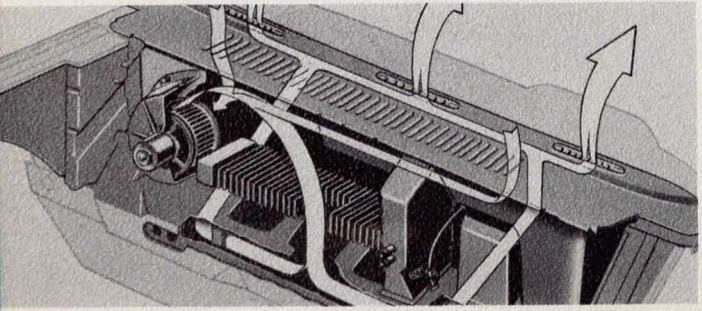
new, improved WEATHER EYE
HEATING & VENTILATING SYSTEM



New Weather Eye Heater Circuit



New Separate Air Vent Circuit



New Windshield Defroster Circuit

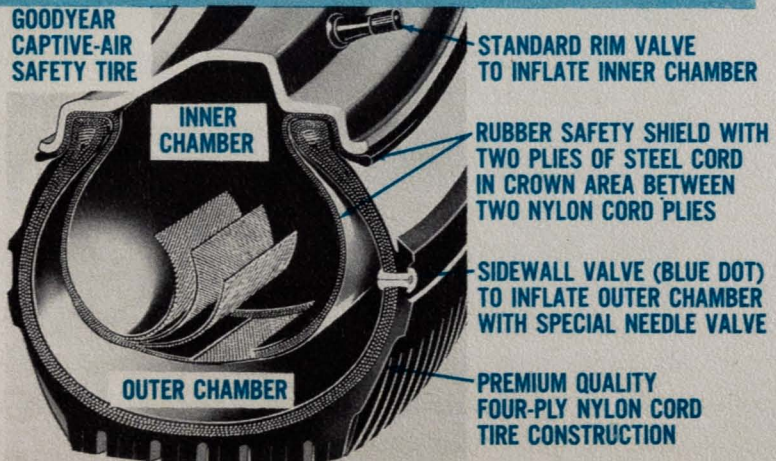
The new and improved Weather Eye System (optional) offers more efficient thermostatically controlled heating, ventilating and windshield defrosting with fresh-air. A new flush-type cowl-mounted air-intake delivers water-free fresh air through internal ducts. Two new air ventilators bring in additional fresh air directly into the car without passing through the channels of the heating system. Three windshield defroster outlets clear a wide area.

For '61, all controls are new which include temperature, air (and defroster) and 2-speed fan (blower) control. Marked controls are easy to operate and well lighted. The controls are adjacent to the left of the steering column within easy reach.

New front seat cushions are $2\frac{1}{2}''$ narrower and reshaped at the bottom to provide less-restricting air passage to the rear seat area.

CAPTIVE-AIR SAFETY-TIRES

The Goodyear Captive-Air Safety-Tires are standard on 3-seat station wagons in sets of four. On other models, the tires are optional in sets of four or five. The Safety-Shield is securely locked between the tire and rim forming two air chambers. Each tire functions as its own spare by virtue of the inner chamber. In case of a puncture, the car can be driven up to 50 MPH for 100 miles or more.

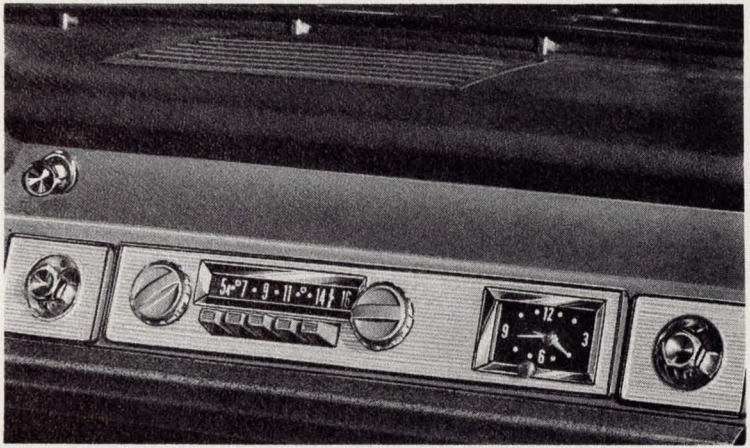


POWR-SAVER FAN AMBASSADOR V-8

The automatic fan drive, optional on all '61 Ambassadors, requires no service or driver attention. POWR-SAVER Fan is recommended with air conditioning since the 5-bladed fan's speed and noise is reduced up to 40%, saving up to 55% fan horsepower, for economy gains. As engine RPM is increased, fan RPM increases but at a lesser rate. Cooling is efficient with reduced fan speed since forward motion forces air through the radiator and engine compartment. Many race cars do not use fans! The Eaton viscous-drive unit has a 5½" dia. finned aluminum housing, and operates on hydraulic slippage using silicone polymer fluid with viscosity values to reduce torque transfer.

EQUIPMENT

PUSH-BUTTON RADIO, TRANSISTOR–POWERED



ANTENNA, All 6110, 6120, and 6180 Station Wagons: A manual antenna, located on the right front fender, is collapsible to a height of 21″. Since the antenna will not collapse below 21″, it is always in position to offer better reception. The antenna is stored in the trunk for dealer installation.

ANTENNA, 6180, Except Station Wagons: A rear-deck mounted manual antenna is factory installed.

Optional transistor-powered push-button radio (Motorola) incorporates four tubes plus three transistors. A "printed" circuit minimizes service problems. Five push-button station selectors are used, plus a manual knob on the right. On the left, a dual-knob provides volume and on-off control on the inner knob with bass-treble control on the outer knob.

The 6″ x 9″ elliptical-shaped radio speaker provides deep, well modulated tones. On 6180 series, two radio speakers are standard factory equipment, one on top center of the instrument panel, plus a rear seat speaker. On '10 and '20 series, the front speaker is standard, while the rear speaker is optional. Rear speaker is not available for station wagons. The term "Duo-Coustic" applies to twin speakers. As a unique feature with air conditioning, the speaker plays through the air outlet grille.

SOLEX GLASS

As an added safety and comfort feature, Solex tinted glass is available as optional equipment on all models at a cost far below other types of tinted safety glass. Unlike other tinted glass, the blue-green color of Solex is firmly fixed by additives to the composition of the glass itself.

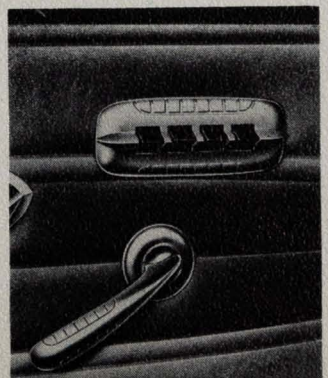
Solex glass is tinted to absorb approximately 70% of the heat and 50% of the glare from strong sunlight. Yet, extensive tests conducted under all light conditions indicate that vision remains unimpaired. The glass is evenly tinted from top to bottom, making it possible for all occupants—short or tall—to equally enjoy freedom from sun-glare.

The efficiency of the air conditioning system is further increased with the use of Solex glass as a recommended option.

POWER-LIFT WINDOWS

An electric "Power-Lift" window control system is offered as an extra cost option. This luxurious and convenient item is also a safety feature in that the driver's full attention can be focused on driving while operating window controls.

Motors, mechanism, switches and wire harness routing are designed for reliable operation. Each window is operated by an electric motor. One control is provided for each window while a set of four buttons on the driver's door permits control of all windows. As a precaution, windows can not be operated with the ignition switch "off." Tailgate window is not powered.



"TWIN-GRIP" powers the wheel that grips . not the wheel that slips!

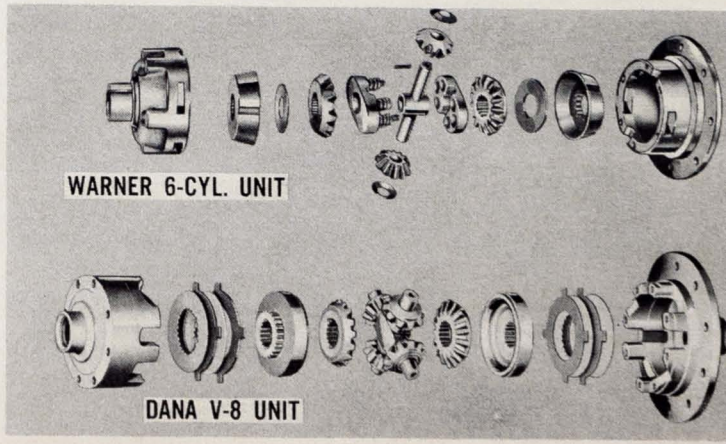
TWIN-GRIP is an outstanding optional feature at low extra cost for all models and gear ratios, replacing the conventional rear axle differential unit.

Completely automatic and requiring no driver attention, Twin-Grip gives a full measure of added control and safety under all driving conditions.

Power Flow in Normal Driving . . . When sudden patches of ice, sand, loose gravel or oil slicks are encountered, the Twin-Grip will not permit the wheel with the lesser traction to spin, gain momentum and swerve the car as dry pavement is regained.

Power Flow in Turns . . . Twin-Grip gives normal differential action and at the same time, applies the major driving force to the inside rear wheel, improving stability and cornering, and tending to compensate for oversteer.

Power Flow With Poor Traction . . . Twin-Grip enables the wheel with the better traction to apply the major driving force to the road. Twin-Grip can operate in snow, ice, and mud which may stop a conventional car. If one rear wheel drops off the pavement, the wheel on the pavement continues to drive the car, and the wheel on the shoulder does not spin, preventing a dangerous swerve.

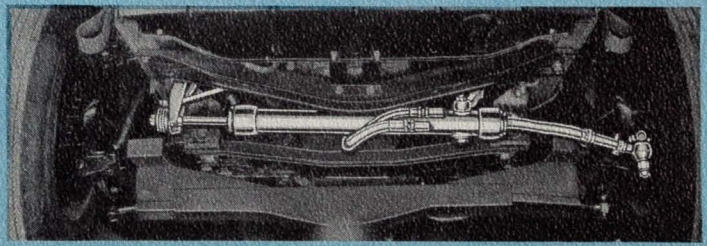


● POWER BRAKES . . . Vacuum power brakes are available at extra cost. For '61, Classic-6 features an improved unit to better suit this model. Power brakes are an important safety feature adding to the ease of operation to reduce driving fatigue. The low position of the brake pedal allows the driver to make brake applications in 25% less time. Power brakes require 40% less pedal effort while permitting the driver to "feel" his brakes to slow or stop with exactly the desired rate of deceleration. As a safety feature, a vacuum reserve tank, with new location below radiator, is used with all transmissions.

Extra wide pedal for power brakes if equipped with automatic transmission. Moraine power brake unit is easily accessible in the engine compartment.

● POWER STEERING . . . "Direct Action" linkage-type hydraulic power steering is available at extra cost. Power steering eliminates fully 75% of the steering effort required in driving—even when parking, the wheels may be completely turned with the slight pressure of one hand. Positive directional control can be maintained at all times, even if the hydraulic power fails.

Pump drive ratios are designed to minimize noise level on all models. Hoses are routed and secured safely.



Undercar view of Monroe power cylinder on Classic V-8. Eaton hydraulic pump is used for V-8's, Thompson for 6's.

OPTIONAL EQUIPMENT

The following items are available as extra cost factory installed optional equipment.

Push-Button Transistor-Powered Radio
Rear Seat Speaker, Standard on Ambassador Sedan, not available on station wagons.
Weather Eye Heating and Ventilating System
All-Season Air-Conditioning (includes H.D. Cooling)
Powr-Saver Fan, Amb. V-8 (order with Air Cond.)
Solex Glass (order with Air Cond.)
Power-Lift Windows
Lock-O-Matic 4-Door Locking System
Airliner Reclining Seats (Std. on Custom Amb.)
Individually Adjustable Front Seats (Foam Cushion)
Front Seat Headrest, Left, Right, or Pair
Front Seat Airfoam Cushions (Std. on Sup. & Cus.)
Rear Seat Airfoam Cushions (Std. on Custom Amb.)
Electric-Wound Clock (Std. on Custom)
Wheel Discs (Std. on Custom)
Two-Tone Exterior Colors
Porous Vinyl Upholstery (no extra cost)
Twin-Grip Differential Axle
Overdrive Transmission
Flash-O-Matic Transmission, Push-Button Control
Power Brakes
Power Steering (order with Air Cond.)
Oil-Filter (Std. on Alum.-6 & all V-8's)
10-Aluminum Block Engine (Std. on Custom-6)
10-Power-Pak, 2-bbl. Carburetor
20-Power-Pak, 4-bbl. Carb., Dual Exhausts
80-Power-Pak, 4-bbl. Carb., Dual Exhausts, 9.7 Compression Ratio
Side-Hinged Tail-Gate (Std. on 3-Seat Wagon)
Light Package:
  Trunk or Cargo Light
  Courtesy Lights, Two
  Park Brake Warning (Also Single Opt.)
Self-Adjusting Brakes
6.70 x 15-4 ply Tubeless Tires (6-Cyl. only)
Whitewall Tubeless Tires (Rayon Tyrex)
4-ply Nylon Black or Whitewall Tubeless Tires
4 or 5 Captive-Air Blk. Tires, 4 Std. on 3-Seat Wag.
4 or 5 Captive-Air Wht. Tires, 4 for 3-Seat Wag.
Oil Bath Carb. Air Cleaner (6-Cyl. std. carbs. only)
Back-Up Lights
Windshield Washer
Padded Visors and Panel (Std. on Cus. Amb. V-8)
Undercoating
Outside Rear View Mirror (Left or Both)
Inside Rear View Non-Glare Mirror
License Plate Frames, Pair or Rear
Heavy Duty Radiator
Heavy Duty Cooling System (Rad., fan, shroud)
Heavy Duty Shock Absorbers
Heavy Duty Springs and Shock Absorbers
Heavy Duty Clutch

ACCESSORIES

A wide variety of dealer installed Accessories and Parts are offered, including certain factory options.

Windshield Washer
Non-Glare Rear View Mirror, Inside
Rear View Mirror, Outside, Left or Right
Visor Vanity Mirror
Wheel Trim Discs
Spotlight with Rear View Mirror, Right or Left
Airmat for Twin Travel Bed
Window Screens
Door Top Ventshades
Push-Button Radio and Cowl or Rear Antenna
Radio Speaker, Rear Seat
Electric Clock
Back-Up Lights (Kit for 6110-20 only)
Parking Brake Warning Light
Courtesy Lights
Trunk Light, Automatic
Headrests
License Plate Frame
Padded Sun Visors
Horn Kit (for Deluxe)
Center Pillar Overlay
Illuminated Compass
Tissue Dispenser
Mileage-Minder
Door Edge Guards
Locking Gas Cap
Contour Rubber Floor Mats (Front and Rear)
Air Conditioning System
Power Brakes (6-cyl. only)
Travel-Rack Luggage Straps (Leather)
Seat Belts, Front and Rear
Child Guard Rear Door Safety Locks
Station Wagon Cargo Cover (Interior)
Station Wagon Roof Top Luggage Carrier
Load-Leveler Rear Shock Absorbers
Seat Covers, Clear Plastic, Front and Rear
Seat Cushion Toppers, Front and Rear
Touch-Up Paint, Brush or Spray
Battery, Auto-Lite Dry-Charge
Air Cleaner Replacement Element
Car Care preparations are also available.

CLASSIC-6 AND CLASSIC V-8

	MODEL DESIGNATION	Steering Wheel		Sun Visors		Floor Mat	Trunk or Cargo Floor Cover	Auto. Dome Light Switches	Rear Ash Trays	Cig. Lighter	Elect. Clock	Door Arm Rests (F & R)	Rear View Mirror	Side Rain Mldg.	Wheel Discs	Rear Door Vent	Sta. Wag.		Horns
		Color	Horn Ring	L.H.	R.H.												Robe Rail	Roof Travel Rack	
6115 6125	Deluxe Sedan, 6 Deluxe Sedan, V-8 (Fleet)	Gray	½ Paint	Std.	Std.	Black Rubber	Gray Rubber	D. Ext.	D. Ext.	Std.	Ext.	F, Std. R, D	Paint	Paint	Ext.	N.A.	N.A.	N.A.	1—Std. 1—D.
6118	Deluxe Sta. Wag., 6	Gray	½ Paint	Std.	Std.	Black Rubber	Black Rubber	D.	D.	Std.	Ext.	F, Std. R, D	Paint	Paint	Ext.	N.A.	D.	Std.	1—Std. 1—D.
6115-1 6125-1	Super Sedan, 6 Super Sedan, V-8	4 Solid	½ Chrome	Std.	Std.	Colored Rubber	Gray Rubber	2 Doors	Std.	Std.	Ext.	Std.	Paint	Paint	Ext.	N.A.	N.A.	N.A.	Two
6118-1 6118-3 6128-1 6128-3	Super Sta. Wag., 6 Super Sta. Wag., 6, 3-Seat Super Sta. Wag., V-8 Super Sta. Wag., V-8, 3-Seat	4 Solid	½ Chrome	Std.	Std.	Colored Rubber	Colored Rubber (Carpet 3-Seat)	2 Doors	Std. *	Std.	Ext.	Std.	Paint	Paint	Ext.	N.A.	D.	Std.	Two
6115-2 6125-2	Custom Sedan, 6 Custom Sedan, V-8	4 Two Tone	¾ Chrome	Std.	Std.	Colored Carpet	Gray Rubber	4 Doors	Std.	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	N.A.	N.A.	Two
6118-2 6118-4 6128-2 6128-4	Custom Sta. Wag., 6 Custom Sta. Wag., 6, 3-Seat Custom Sta. Wag., V-8 Custom Sta. Wag., V-8, 3-Seat	4 Two Tone	¾ Chrome	Std.	Std.	Colored Carpet	Colored Carpet	4 Doors	Std. *	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	Std.	Std.	Two

CODE: Std.—Standard no extra cost; Ext.—Extra cost option; N.A.—Not Available; D—Dealer installed Extra Cost.

*Plus one in tail-gate for 3-Seat Wag.

Subject to change without notice

EQUIPMENT CHART

AMBASSADOR V-8

	MODEL	Steering Wheel		Floor Mat	Trunk or Cargo Floor Cover	Auto. Dome Light Switches	Rear Ash Trays	Cig. Lighter	Elect. Clock	Door Arm Rests (F & R)	Rear View Mirror	Side Rain Mldg.	Wheel Discs	Rear Door Vent	Sta. Wag.		Chrome Pillar Trim	Handi-Pak Net	Rear of Frt. Seat Crash Pad
		Color	Horn Ring												Robe Rail	Roof Travel Rack			
6185	Deluxe Sedan, Fleet	Gray	½ Paint	Black Rubber	Gray Rubber	Ext.	Ext.	Std.	Ext.	F, Std. R, Ext.	Chrome	Paint	Ext.	N.A.	N.A.	N.A.	D.	D.	N.A.
6185-1	Super Sedan	4 Solid	¾ Chrome	Colored Rubber	Gray Rubber	2 Doors	Std.	Std.	Ext.	Std.	Chrome	Chrome	Ext.	Std.	N.A.	N.A.	D.	D.	N.A.
6185-2	Custom Sedan	4 Two Tone	¾ Chrome	Colored Carpet	Gray Rubber	4 Doors	Std.	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	N.A.	N.A.	Std.	Std.	Std.
6188-1 6188-3	Super Sta. Wag. Super Sta. Wag., 3-Seat	4 Solid	¾ Chrome	Colored Rubber	Colored Rubber*	2 Doors	Std.**	Std.	Ext.	Std.	Chrome	Chrome	Ext.	Std.	D.	Std.	D.	D.	N.A.
6188-2 6188-4	Custom Sta. Wag. Custom Sta. Wag., 3-Seat	4 Two Tone	¾ Chrome	Colored Carpet	Colored Carpet	4 Doors	Std.**	Std.	Std.	Std.	Chrome	Chrome	Std.	Std.	Std.	Std.	Std.	Std.	Std.

CODE: Std.—Standard, no extra cost; N.A.—Not Available; D—Dealer Installed Extra Cost; Ext.—Extra Cost Option.

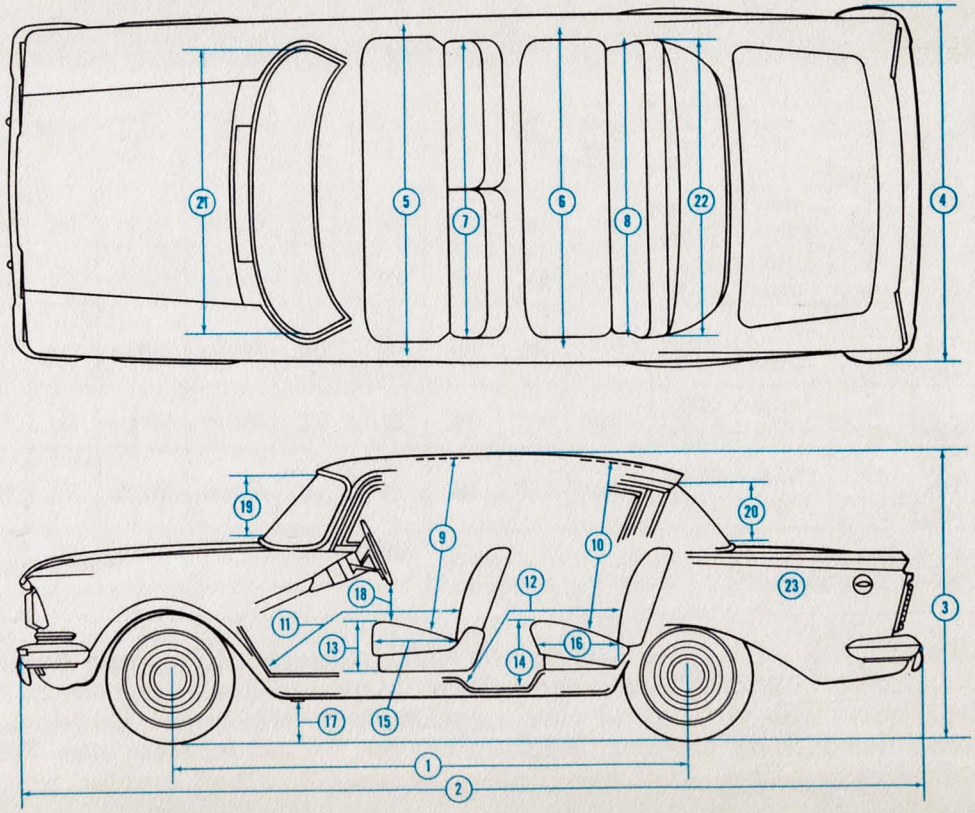
Subject to change without notice.

*Colored Carpet on 3-Seat Wag. **Plus one in tail-gate for 3-Seat Wag. Twin horns std. on all Ambassadors.

STANDARD EQUIPMENT ON ALL 10, 20 and 80 MODELS: Directional signals. Synchromesh transmission. Bonded brake linings. Single exhaust system. Twin instrument panel ash trays. Double-coat baked enamel solid colors. Fabric with vinyl or all vinyl interiors. Two coat hooks. Fuel filter. Vacuum booster fuel pump. Cellulose-Fiber carb air cleaner. Blackwall rayon (Tyrex) tubeless tires. Front door arm rests. Cigarette lighter. Dual sun visors. Dual headlights. Ceramic-Armored muffler and tail-pipe. Molded fiber-glass ceiling headliner.

SPECIFICATIONS

4-DOOR SEDAN



. . BODY DIMENSIONS

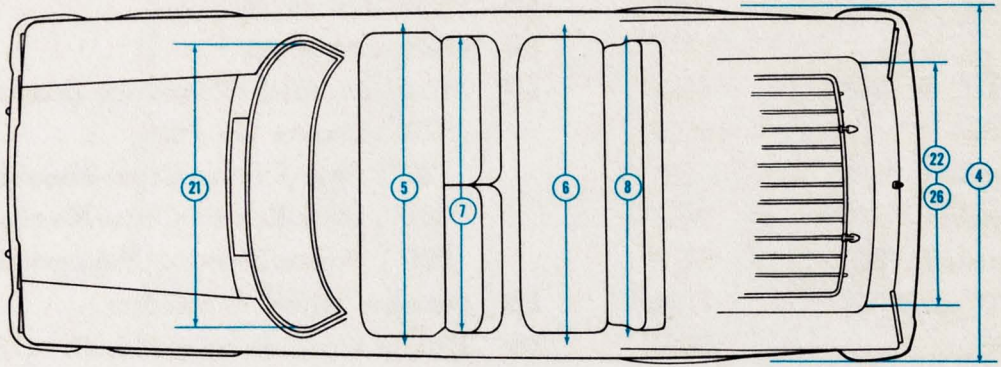
Rambler Classic-6 . . . . Series "10"
Rambler Classic V-8 . . . Series "20"
Ambassador V-8 . . . . . Series "80"

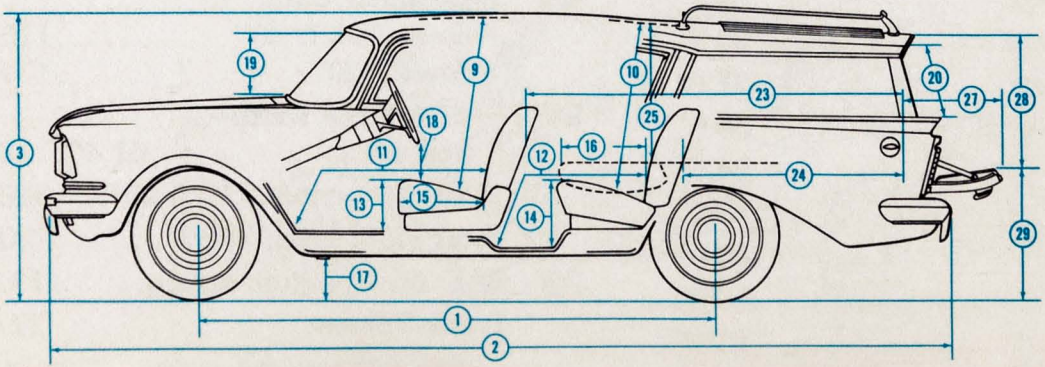
1	Wheelbase, "10" & "20"	108"
	Wheelbase, "80"	117"
2	Overall length, "10" & "20"	189.8"
	Overall length, "80"	199.0"
3	Overall height, loaded, "10"	57.3" (1)
	Overall height, loaded, "20"	57.1"
	Overall height, loaded, "80"	56.9"
4	Overall width, "10" and "20"	72.4"
	Overall width, "80"	73.6"
5	Front seat hip room	59.8"
6	Rear seat hip room	60.1"
7	Front shoulder room	57.7"
8	Rear shoulder room	57.6"
9	Front head room	36.0"
10	Rear head room	34.5"
11	Front leg room	43.0"
12	Rear leg room	40.0"
13	Front seat height	10.0"
14	Rear seat height	13.9"
15	Front seat depth	17.8"
16	Rear seat depth	17.0"
17	Minimum Road Clearance (loaded)	
	"10", Engine Oil Pan	5.6" (2)
	"20", Rear Engine Cross-Member	5.4"
	"80", Rear Engine Cross-Member	5.5"
	"80", Power Steering Support Rod	5.0"
18	Steering wheel to cushion	5.9"
19	Height of windshield	13.3" (15.2, "80")
20	Height of rear window	12.9"
21	Windshield width	59.1"
	Area, "10 & 20"	1154 Sq. In.
	Area, "80"	1372 Sq. In.
22	Rear window width and area	61.4", 1236 Sq. In.
	Total glass area, "10 & 20"	3682 Sq. In.
	Total glass area, "80"	3900 Sq. In.
23	SAE Std. Luggage Rating	13.5 Cu. Ft.
	Trunk Volume	27.8 Cu. Ft.

With 6.70 tires, Opt. on "10": (1) 57.4", (2) 5.7"

SPECIFICATIONS

CROSS COUNTRY STATION WAGONS . . . . . .





Left Side-Hinged Tail-Gate Door is an extra cost option on 2-seat models, and is standard on 3-seat.

. . . BODY DIMENSIONS

Rambler Classic-6 . . . . Series "10"
Rambler Classic V-8 . . . Series "20"
Ambassador V-8 . . . . . Series "80"

1	Wheelbase, "10" and "20"	108"
	Wheelbase, "80"	117"
2	Overall length, "10" and "20"	189.8"
	Overall length, "80"	199.0"
3	Overall height, loaded, "10"	57.5" (1)
	Overall height, loaded, "20"	57.3"
	Overall height, loaded, "80"	57.1"
4	Overall width, "10" and "20"	72.4"
	Overall width, "80"	73.6"
5	Front seat hip room	59.8"
6	Rear seat hip room	60.1"
7	Front shoulder room	57.7"
8	Rear shoulder room	57.6"
9	Front head room	36.0"
10	Rear head room	34.5"
11	Front leg room	43.0"
12	Rear leg room	40.0"
13	Front seat height	10.0"
14	Rear seat height	13.9"
15	Front seat depth	17.8"
16	Rear seat depth	17.7"
17	Minimum Road Clearance (loaded)	
	"10", Engine Oil Pan	5.6" (2)
	"20", Rear Engine Cross-Member	5.4"
	"80", Rear Engine Cross-Member	5.5"
	"80", Power Steering Support Rod	5.0"
18	Steering wheel to cushion	5.9"
19	Height of windshield	13.3" (15.2, "80")
20	Height of rear window	11.3"
21	Windshield width	59.1"
	Area, "10 & 20"	1154 Sq. In.
	Area, "80"	1372 Sq. In.
22	Rear window width and area	47.8", 530 Sq. In.
	Total glass area, "10 & 20"	3966 Sq. In.
	Total glass area, "80"	4184 Sq. In.
23	Carrying compartment length (seat down)	82.4" (88.4" Seat Fwd.)
24	Carrying compartment length (seat up)	48.5"
	Carrying capacity (seat down)	80 cu. ft.
25	Carrying compartment height	28.8"
26	Tail-gate opening	47.8" (Top), 50.8" (Floor)
27	Tail-gate length	22.4"
28	Tail-gate opening height	24.5"
29	Tail-gate to ground height, "10"	26.6" (3)
	Tail-gate to ground height, "20"	26.6"
	Tail-gate to ground height, "80"	25.8"

With 6.70 tires, opt. on "10": (1) 57.6", (2) 5.7", (3) 26.7"

SPECIFICATIONS

ENGINE—GENERAL	CLASSIC-6 Deluxe & Super . . . Custom	CLASSIC V-8 . . . AMB. V-8
Type	Six, In-Line, O.H.V.	V-8, 90° V, O.H.V.
Bore and Stroke	3 1/8" x 4 1/4"	3 1/2" x 3 1/4" . . . 4" x 3 1/4"
Displacement	195.6 cu. in.	250 cu. in. . . . 327 cu. in.
Horsepower, Taxable	23.44	39.2 . . . 51.2
Std. Horsepower, Brake, BHP @ RPM	127 @ 4200	200 @ 4900 . . . 250 @ 4700
Std. Torque, Lb. Ft. @ RPM	180 @ 1600	245 @ 2500 . . . 340 @ 2600
Opt. Horsepower, Brake, BHP @ RPM	138 @ 4500	215 @ 4900 . . . 270 @ 4700
Opt. Torque, Lb. Ft. @ RPM	185 @ 1800	260 @ 2500 . . . 360 @ 2600
Compression Ratio	8.7:1	8.7:1 . . . 8.7:1 (9.7:1 Opt.)
Engine Mounting	4-Point, Rubber Cushion	
Cylinder Head Material	Cast Iron Alloy	
Cylinder Block Material	Cast Iron Alloy . . . Die-Cast Aluminum Alloy	Cast Iron Alloy
VALVES		
Diameter, Intake, Exhaust	1.594", 1.343" . . . 1.594", 1.250"	1.787", 1.406"
Valve Lift, Intake, Exhaust	.366", .361" . . . .388"	.375"
Valve Rotaters (free valve type)	No	Yes
Type of Valve Lifters	Solid . . . Hydraulic	Solid . . . Hydraulic
Type of Valve Guides	Separate . . . Integral	Separate
PISTONS		
Type and Finish	Conformatic, Solid Skirt, Tin Plate	Autothermic, Slipper Skirt, Tin Plate
Material and Weight	Aluminum Alloy D-132, 14.7 Oz.	Aluminum Alloy Steel Insert, 18.0 Oz. . . . 23.5 Oz.
Number of Rings	Two Compression, One Oil	
Type Lower Oil Ring	3-Pc. Steel, Slotted Rail	
Piston Pin	Locked-in-Rod (Press-Fit), .8595"-.8598" Dia.	Locked-in-Rod (Press-Fit), .9305"-.9308" Dia.

SPECIFICATIONS

	CLASSIC-6 Deluxe & Super	CLASSIC-6 Custom	CLASSIC V-8	AMB. V-8
CONNECTING RODS				
Material	Drop Forged Steel			
Length and Weight	6 5/8", 23 Oz.		6 3/8", 27.6 Oz.	
Bearing Material	(1)	(2)	(1)	(2)
Bearing Dia. and Length	2.0951" x .959"		2.2486" x .867"	
CRANKSHAFT				
Material and Weight	Drop Forged Steel, 65.5 lbs.		Drop Forged Steel, 62.8 lbs.	
Vibration Dampener	Rubber and Friction			
Counterbalanced	Yes, 100%			
Bearings, Main	Four, (1)	Four, (2)	Five, (1)	
Bearings, Dia. and Length	2 31/64" x 1 1/8"	#4, 2 31/64" x 1 17/32"	2 1/2" x .950"	
CAMSHAFT				
Material	Special Cast Iron Alloy			
Bearings	Four, Steel-Backed Micro-Babbitt		Five, Steel-Backed Micro-Babbitt	
Type Drive	Chain			
LUBRICATION				
Main, Connecting Rod, Camshaft Bearings	Pressure			
Cylinder Walls	Squirt Holes in Con. Rods			
Piston Pins	Splash			
Tappets and Timing Chain	Tappets—Pressure Chain—Splash		Tappets—Pressure; Chain—Pressure Jet;	
Oil Pump, Gear, Fixed Intake	55 PSI @ 3000 RPM			
Oil Filter, Standard	Partial-Flow, Opt. Full-Flow, Std.		Full-Flow, Std.	

(1) Steel-Backed Micro-Babbitt Alloy
(2) Steel-Backed Sintered Copper Lead Alloy

SPECIFICATIONS

	CLASSIC-6	CLASSIC V-8 . . . AMB V-8
FUEL SYSTEM		
Carburetor	Single Throat, Holley*	Two-Barrel, Holley
Carburetor, Optional	Twin-Throat, Carter	Four-Barrel, Holley
Fuel Pump	Mechanical, 4 to 5½ PSI	
Fuel Filter	Std., Incorp. in Fuel Pump	
Vacuum Booster	Std., Incorp. in Fuel Pump	
Choke	Automatic, Integral	
Air Cleaner, Standard	Cellulose-Fiber	
Air Cleaner, Optional	Oil Bath**	None
Intake Manifold, Type	6-Port, Iso-Thermal (Sealed-In)	Separate, Bolt-On
Recommended Fuel	Regular	Regular . . . Regular (Prem. Opt.)
EXHAUST SYSTEM		
Muffler Type (Ceramic-Armored)	Reverse Flow	
Header Type	Sweep-type Manifold,	Twin Manifolds,
Exhaust System	Single	Single (Dual Std. on Opt. Eng.)
Exhaust Pipe Diameter	2″	1⅞″
Tail Pipe Diameter (Ceramic-Armored)	1¾″	1¾″
COOLING SYSTEM		
Radiator Type	Tube and Fin	
Radiator Cap Pressure	13 PSI, Vented Cap	
Circulation Thermostat	195°F	180°F
Water Pump	Centrifugal, Belt Drive	
Water Pump Location	Front of Block	

*Single-Throat Carter for automatic transmission.
**Oil Bath cleaner not available with Dual-Throat carburetor option.

SPECIFICATIONS

	CLASSIC-6	CLASSIC V-8 . . . AMB. V-8
Fan	14″ Dia., Four Blades	18″ Dia., Four Blades
Fan, with Air Conditioning	15 19/32″ Dia., Five Blades	18″ Dia., Five Blades
Fan Bearing	Double-Row Ball Bearing	
Powr-Saver Fan	Not Avail.	Not Avail. . . . Optional

ELECTRICAL SYSTEM

Battery, Auto-Lite	11MS-45AH	11HS-50AH . . . 11HS-60AH
Battery Type, 12-Volts	7 Plates/Cell	9 Pl./Cell . . . 11 Pl./Cell
Battery, with Air Cond.	11HS-60AH, 11 Pl./Cell	
Battery Location	Front Left Side, Under Hood	Front Right Side, Under Hood
Terminal Grounded	Negative	
Generator, Shunt Type	Delco-Remy	Auto-Lite
Regulator, Voltage and Current	Delco-Remy	Auto-Lite
Starting Motor	Delco-Remy	Auto-Lite
Starter Control	Ignition Key on Manual Shift, Push-Button on Auto.	
Distributor and Coil	Delco-Remy	Auto-Lite
Distributor Advance	Centrifugal and Vacuum	
Ignition Timing	8° BTDC	TDC (1) . . . TDC (1) (2)
Firing Order	1-5-3-6-2-4	1-8-4-3-6-5-7-2
Spark Plug	Auto-Lite AL-7 or Champion H-10	
Other approved Spark Plugs	AL-82, ARL-82 or H18-Y	
Spark Plug Gap	.033″ to .037″	
Protection of Circuits	Circuit Breaker and Fuses	
Sealed-Beam Dual Headlamp No.	Outer 4002, Inner 4001	
Dual Horns	Standard (Except on Deluxe)	

(1) 5° BTDC for automatic transmission. (2) 5° BTDC for optional engine.

POWER TRAIN

Clutch.....Dry, Single Disc, Borg-Beck
Clutch Diameter, Inside and Outside, Classic-6..5⅛" x 8½"
Clutch Diameter, Inside and Outside, Classic V-8...7" x 10"
Clutch Diameter, Inside and Outside, Amb.....6½" x 10½"
Clutch Release Bearing.....Ball, Pre-lubricated
Transmission Types.....Synchromesh (Standard)
Overdrive or Flash-O-Matic (Optional)
Overdrive Reduction Ratio.....0.7:1
Rear Axle and Gear Type.....Semi-Floating, Hypoid
Rear Axle Drive Type.....Torque Tube
Rear Axle Gear Ratios, Classic-6:
● Syncromesh (Std.).....3.78:1 (9-34)
Syncromesh (Opt.).....4.11:1 (9-37)
Syncromesh (Opt.).....4.38:1 (8:35)
● Overdrive (Std.).....4.11:1 (9-37)
Overdrive (Opt.).....4.38:1 (8-35)
● Flash-O-Matic (Std.).....3.31:1 (13-43)
Flash-O-Matic (Opt.).....3.78:1 (9-34)
Rear Axle Gear Ratios, Classic V-8:
● Syncromesh or Overdrive (Std.).....4.10:1 (10-41)
Syncromesh or Overdrive (Opt.).....4.44:1 (9-40)
● Flash-O-Matic (Std.).....3.15:1 (13-41)
Flash-O-Matic (Opt.).....3.54:1 (11-39)
Rear Axle Gear Ratios, Ambassador V-8:
● Syncromesh or Overdrive (Std.).....3.54:1 (11-39)
Syncromesh or Overdrive (opt.).....4.10:1 (10-41)
● Flash-O-Matic (Std., Opt. with Opt. Eng.)...2.87:1 (15-43)
Flash-O-Matic (Opt., Std. with Opt. Eng.)...3.15:1 (13-41)
Twin-Grip Differential.....Optional, All Models

● Fuel Economy Ratio

RUNNING GEAR

Tread, Front.....Six & Amb., 57¾"...Classic V-8, 58¾"
Tread, Rear.....Six, 58"...V-8, 59⅛"
Springs, Front & Rear.....Coil
Front Sway-Stabilizer Torsion Bar.....Amb. Only
Shock Absorbers.....Two-Way Hydraulic, Direct-Acting
Steering Gear Box Ratio, Overall Ratio, & Wheel Turns:

Six, Manual	20:1	23.0:1	4.72
Six, Power	20:1	18.6:1	3.62
Classic V-8, Manual	24:1	28.8:1	4.72
Classic V-8, Power	20:1	18.4:1	4.19
Amb. V-8, Manual	20:1	25.6:1	4.72
Amb. V-8, Power	20:1	25.4:1	4.62

Turning Dia., Ft..Six, 37¼'...CL. V-8, 37⅔' Amb., 39¾'
Power Steering (Optional).....Linkage Booster
Brakes, Servo-Action.....Six, Wagner....V-8, Bendix
Brake Linings.....Bonded to Shoes
Brake Lining Area..Six, 153.8 Sq. In.....V-8, 167.5 Sq. In.
Brake Drums, Dia.....Six, 9"....V-8, 10" plus flange
Parking Brake.....Operates on Rear Brakes
Power Brakes (Optional).....Moraine (or Bendix)
Self-Adjusting Brakes (Opt.)....Six, Wagner....V-8, Bendix
Wheel Size.....Six, 4½ x 15....V-8, 5½ x 14
Tires.....Goodyear or Goodrich Tubeless
Tire Size, Classic-6.....6.50 x 15—4 Ply (6.70 Opt.)
Tire Size, Classic V-8.....7.50 x 14—4 Ply
Tire Size, Ambassador.....8.00 x 14—4 Ply
Tire Pressure (Tubeless) .24 PSI (Amb. V-8, 22 Front, 20 Rear)
Goodyear Captive-Air Tires (4) Std. on 3-Seat Wagons, 4 or 5 Opt. on others. (See Page 69)

CAPACITIES	6110	6120	6180
U. S. (Br. Imp.)			
Cooling System, Qts.	10 (8.3)	20 (16.7)	19 (15.8)
with Heater, Qts.	11 (9.2)	21 (17.5)	20 (16.7)
Eng. Oil, less filter, Qts.		4 (3.3)	
Eng. Oil, with filter, Qts.		5 (4.2)	
Std. Trans., Pts.	1.5 (1.25)	2.25 (1.9)	4 (3.3)
Overdrive, Pts	2.75 (2.3)	3.5 (2.9)	4 (3.3)
Automatic, Pts.		20 (16.7)	22 (18.3)
Rear Axle, Pts.	3 (2.5)	4 (3.3)	
Fuel Tank, Gals.		20 (16.7)	

LICENSE DATA	6110	6120	6180
Wheelbase	108"	108"	117"
Brake Horsepower	127 BHP	200 BHP	250 BHP
Optional Engine	138 BHP	215 BHP	270 BHP
Bore and Stroke	3⅛" x 4¼"	3½" x 3¼"	4" x 3¼"
Displacement, Cu. In.	195.6	250	327
Taxable Horsepower	23.4	39.2	51.2
Starting Serial No.	C-400001	A-118001	H-125001
Serial No. Location	Under Hood, right side panel		

GENERAL INFORMATION

Body, Model, Trim, Paint, Date Code Loc. . . Left Door Pillar
6—Engine Code No. Loc. . . . . Block, upper left front corner
V-8—Engine Code No. Loc. . . . . Generator bracket

SHIPPING WEIGHTS, POUNDS			
CLASSIC SIX	DELUXE	SUPER	CUSTOM
Sedan	2835 (A)	2853 (A)	2863
Station Wagon	2967 (A)	2986 (A)	2989
3-Seat Sta. Wag.	None	3041 (A)	3048
CLASSIC V-8			
Sedan	3237*	3255	3262
Station Wagon	None	3376	3378
3-Seat Sta. Wag.	None	3430	3437
AMBASSADOR V-8			
Sedan	3343*	3361	3380
Station Wagon	None	3493	3495
3-Seat Sta. Wag.	None	3553	3561

*Fleet Sales Only

ADD WEIGHTS:	6110	6120	6180
Automatic Trans.	75	47	17
Overdrive Trans.	36	25	15
Radio	8	8	10
Weather Eye Heater	13	13	13
All-Season Air Conditioning	70	70	72
Power Steering	34	35	39
Power Brakes	16	16	16
Power Lift Windows	18	18	18
Undercoating	14	14	14
6.70 tires	4	NA.	N.A.
Dual Exhaust & 4-bbl. Carb.	N.A.	26	26
Lock-O-Matic Door Locks	5	5	5
Twin-Grip Differential	4	8	8
Individual Front Seats	13	13	13
Headrest, Each	5	5	5
Side Tail-Gate (std. on 3-seat)	—9	—9	—9

(A) Add 80 pounds with cast-iron block engine.

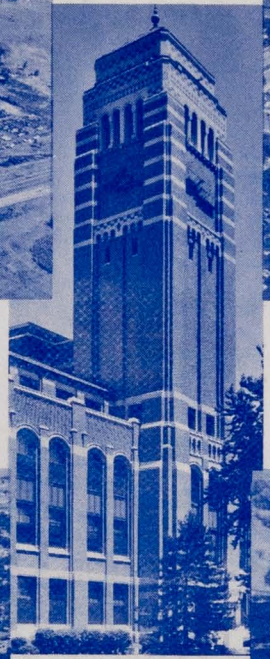
INDEX

AM61-9018-B

LITHO IN U.S.A.

MILWAUKEE PARTS AND SERVICE

KENOSHA ENG. & MFG.



DETROIT
CENTRAL
OFFICE

RESEARCH
ENGINEERING

MILWAUKEE BODY DIVISION

BURLINGTON PROVING GROUNDS


RAMBLER··· THE NEW WORLD STANDARD
OF BASIC EXCELLENCE